

Regenerating Moerwijk

Constructing a framework for regeneration to improve community life and the public realm in Moerwijk



Delft university of technology
Faculty of architecture
Msc. Architecture, Urbanism and building sciences
Urbanism track

Jamie Taal

20 january 2023

Delft, The Netherlands

Colophon

Msc Thesis in Urbanism - P5 report

Regenerating Moerwijk

Key concepts: Community life, Social interaction, Urbanity, Densification, Quality of the public realm,

Author: Jamie Taal

Student no. 4562372

1st supervisor: Birgit Hausleitner

2nd supervisor: Lei Qu

Delft University of Technology
Faculty of Architecture and the Built Environment
Msc. Architecture, Urbanism and building sciences
Department Urbanism

Research Studio: Design of the Urban Fabric

January 2023

Copyright © author

Cover image source: Station Moerwijk (Pieter Musterd, 2016), edited by author.



Preface

This graduation project was carried out within the research studio 'design of the urban fabric' to complete the master's degree in Urbanism. The following report deals with the regeneration of a post-war neighborhood, integrating different solutions to problems. This was done by collecting information and results from different research methods, which formed the basis for a set of design solutions. Finally, the spatial design solutions obtained and constructed are to be tested at one of the crucial locations in Moerwijk.

I would like to thank both my mentors Birgit Hausleitner and Lei Qu for guiding this graduation project. The many meetings we had helped me stay on the right path and gave me new insights during the dissertation process. I am also grateful for being part of the Master Thesis Workshop The Hague South-West which helped me connect with stakeholders and experts.

Content

| | |
|---|-----------|
| 0 Project definition | 8 |
| 0.1 Motivation | 9 |
| 0.2 Location: Moerwijk | 10 |
| 0.3 Context: case Moerwijk | 12 |
| 0.4 Problem analysis | 14 |
| 0.5 Aim | 19 |
| 0.6 Relevance | 19 |
| 0.7 Research questions & methodology | 20 |
| 0.8 Theoretical & conceptual framework | 24 |
| 0.9 Timeframe & deliverables | 26 |
| 1 Theoretical background | 28 |
| 1.1 Community life in residential neighborhoods | 29 |
| 1.1.1 Quality of the public realm | 29 |
| 1.1.2 Density and urbanity | 32 |
| 2 Spatial analysis | 36 |
| 2.1 Introduction: Moerwijk overview | 37 |
| 2.1.1 Demographics | 38 |
| 2.1.2 Public realm | 40 |
| 2.1.3 Inner courts | 42 |
| 2.1.4 Structure | 44 |
| 2.1.5 Building types | 46 |
| 2.1.6 Block types | 48 |
| 2.1.7 Synthesis | 50 |
| 2.2 Moerwijk: crucial Locations | 52 |
| 2.2.1 Erasmusweg | 54 |
| 2.2.2 Betje Wolffstraat | 60 |
| 2.2.3 Jan Luykenlaan | 62 |
| 2.2.4 Heeswijkplein | 64 |
| 3 Densification | 66 |
| 3.1 Introduction | 67 |
| 3.2 Manners of densification | 68 |

| | |
|--|------------|
| 4 Scenarios for Moerwijk | 70 |
| 4.1 Introduction | 71 |
| 4.2 Scenarios | 72 |
| 4.3 | 74 |
| 4.3.1 Erasmusweg: Current situation | 76 |
| 4.3.2 Erasmusweg: green corridor | 82 |
| 4.3.3 Erasmusweg: Neighborhood main street | 88 |
| 4.3.4 Erasmusweg: City corridor | 94 |
| 4.4 Conclusion | 100 |
| 5 People of Moerwijk | 102 |
| 5.1 Personas | 103 |
| 5.2 Mapping | 106 |
| 5.3 Stakeholder analysis | 108 |
| 5.4 Conflicts and agreements | 115 |
| 6 Pattern language | 116 |
| 6.1 Introduction | 117 |
| 6.2 Pattern language | 118 |
| 6.3 Pattern field: relations | 141 |
| 7 Testing scenarios in local design | 142 |
| 7.1 Introduction | 143 |
| 7.2 Jan Luykenlaan & Van Baerlestraat | 144 |
| 7.3 Design process | 150 |
| 7.4 Scenario 1 | 156 |
| 7.5 Scenario 2 | 178 |
| 7.6 Scenario comparison | 192 |
| 8 Conclusion & reflection | 198 |
| 8.1 Conclusion | 199 |
| 8.2 Reflection | 200 |
| References | 203 |
| APPENDIX | 207 |



Project definition

0

0 Project definition

0.1 Motivation

The motivation for discussing the themes and location in my project comes from different fascinations and personal interests regarding the topics and the location. On the one hand, The Hague is a city that fascinates me for a while. Partly because it is my hometown. What fascinates me about the city is that the different districts and neighborhoods all have strong characteristics, which are clearly visible in a spatial and social way.

On the other hand, I am fascinated by post-war neighborhoods and their developments of them through the years. Often, these neighborhoods are nowadays designated as deprived areas. The motivation for the aim of the project will be explained shortly either spatial or socially.

Regarding post-war neighborhoods in the Hague, there are several neighborhoods in the Hague where elements of these types of neighborhoods manifest. In this report, the focus will be on the post-war district of The Hague Southwest, an area of interest in the plans of the municipality of The Hague. The Hague southwest is an area with several social and spatial problems. Therefore, the municipality has pointed this area out as an area of development. The municipality have plans to tackle deferred maintenance of the housing stock, to improve public space and to improve livability. In this project, the aim will be to investigate a manner to tackle these problems in a coherent way. A way of regeneration that will address the various problems will be sought.



www.omroepwest.nl

**Armoede,
werkloosheid en
schulden: Den Haag
Zuidwest kampt met
grote problemen**

Figure 0.1 News article on social problems in The Hague Southwest



Figure 0.2 Characteristic inner court in Moerwijk

0 Project definition

0.2 Location: Moerwijk

As discussed before, the area of interest in this project will be The Hague Southwest. This is partly based on the typology of the built environment in this area and partly based on the social problems that occur. In addition, this project will be undergoing some input from the 'Master Thesis Workshop the Hague Southwest' which is an integral workshop where students from different academic backgrounds work on several topics focusing on the Hague Southwest. Also, the workshop provides contact with several stakeholders and is connected with the municipality of the Hague. In this project, the focus will be on Moerwijk, which is a part of the discussed district. Moerwijk is often designated as a deprived neighborhood. For example, figure 1, shows a recently published news article where in the vulnerable socio-economic

situation in the neighborhood is discussed. Additional are several spatial problems that will be analyzed more in-depth at a later stage in the research. Together with the reasonably accessible location, the motivation to work on this area comes from certain potential which will form the basis for setting up an integrated set of evidence-based design solutions for Moerwijk.



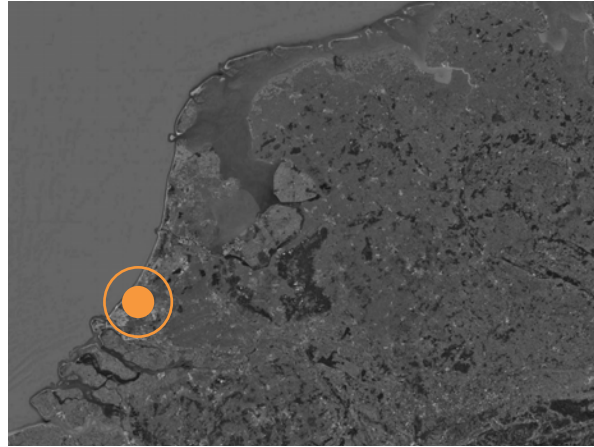
Figure 0.3 Text about Moerwijk on a residential building from the song 'O,O, Den Haag' (Harrie Jekkers)



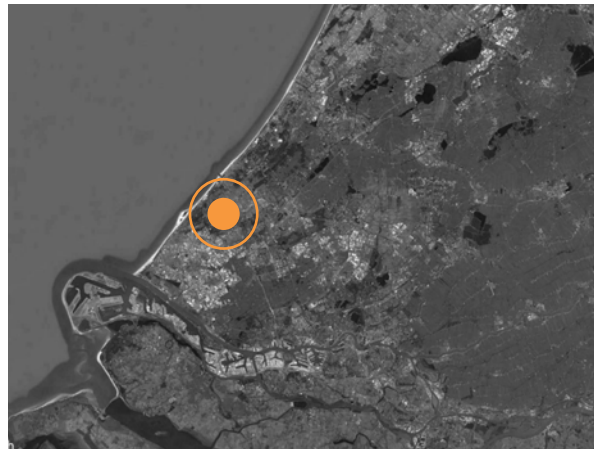
Figure 0.4 Roemer Visscherstraat in Moerwijk. Source: <https://takethehague.nl/en>

0 Project definition

The Netherlands



South-Holland



The Hague



Moerwijk



Source: Google earth

0.3 Context: Case Moerwijk

0.3.1 Historical context

Moerwijk is the first developed post-war neighborhood in The Hague (Janssen et al, 1989) In the second world war, 90.000 dwellings were destroyed in the Netherlands. Another 55.000 dwellings were heavily damaged. Together with the increasing population, this caused a severe housing shortage in the post-war era. However, construction in Moerwijk started already before the second world-war: the first dwellings were built in the 1930s, but the construction was stopped in 1936 due to a large vacancy in the newly built homes. After the war the construction of dwellings in Moerwijk got going significantly faster.

Post-war and pre-war Moerwijk are spatially expressed differently (Janssen et al, 1989). The difference in spatial expression is because of the two different urban plans that have been implemented. The pre-war plan for Moerwijk is designed by Berlage and is partly based on his 'Plan tot uitbreiding van 's-Gravenhage' from 1908. In this plan of Berlage, the expansion neighborhoods Duindorp, Molenwijk, Laakkwartier, and Moerwijk were pointed out as working-class neighborhoods. The post-war plan of Dudok 'Structuurplan Groot 's-Gravenhage' Dudok's vision of the Hague is reflected. Dudok started from the 'wijkgedachte' as a base for his hierarchical model of the city.

The first residents in Moerwijk in the 1950s were mainly officials and skilled workers. At the same time, the population of residents in the 1950s consisted mainly of young family households. The population reached peaked in 1955. The decrease in population after the 1950s is a cause of the decline in average housing occupancy. Also, in the period after 1970, the aging of the population started. This resulted in a decrease in the age group 40 to 55 and an increase in senior citizens. (Janssen, 1989).

0.3.1 Urban context

The housing stock in Moerwijk consists mainly of 2 to 4 floors dwellings. Looking at the building blocks, a clear division can be made between the pre-war and post-war blocks. The pre-war building blocks are closed, and the post-war blocks are open on the short side. This results in a difference in the perception between private and public spaces.



Figure 0.5 Characteristic inner court in Moerwijk - 1980s. Source: Integrale stadsvernieuwing werkuitgave - Vernieuwing van een na-oorlogse wijk (Janssen et al., 1989)

0 Project definition

In the pre-war blocks, this division is visible. (Janssen, 1989). The relation between public and private space in the open building blocks is less legible. From the streets, these inner courts are easily accessible. Most of the post-war dwellings are half a floor higher than ground level, as a result of which the houses are not well connected with the inner gardens.

The urban design of Moerwijk characterizes itself as a green district. Street green is strongly present across all scales in Moerwijk. Most of the green elements in the streets are intended as street furniture along the wide access roads and smaller streets in the smaller neighborhoods. The traffic structure is therefore easy to distinguish. A hierarchical system of through roads, which are often connected with regional roads, and streets for local traffic is visible. In the smaller neighborhoods several, centers are created such as schools, cultural centers, sports facilities, and shopping centers.



Figure 0.6 Street green in Moerwijk - 1980s. Source: Integrale stadsvernieuwing werkgave - Vernieuwing van een na-oorlogse wijk (Janssen et al., 1989)

0.3.3 Social context

Nowadays, Moerwijk is not well known when it comes to social issues. Moerwijk scores low when it comes to livability. Therefore, Moerwijk is one of the neighborhoods that are part of an action plan of the government to advance vulnerable neighborhoods. The municipality of The Hague will act by freeing up money to develop Moerwijk (Trouw, 2021). Social issues are strongly present in the neighborhood. The same article, coming from the Dutch newspaper 'Trouw' (2021), writes among other things about poverty, lack of social cohesion, educational disadvantages, and increasing crime. In addition, about a quarter of the residents lead to loneliness.

The municipality of The Hague has bundled their plans for The Hague southwest, including Moerwijk, in the 'Structuurvisie Den Haag Zuidwest' (Gemeente Den Haag, 2021). The policy document includes plans for the improvement of dwellings, amenities, green, streets, and parks. This is, however, not the first time that Moerwijk is supported by doing projects in the neighborhood. In the aforementioned article of 'Trouw' (2021) there has been written about the lack of trust in these kinds of projects. The criticism that an interviewed resident expresses, among other things, is the lack of involvement of the residents.

0.4 Problem analysis

The problem field of this project will be described by using three important themes regarding the case. These are the first observations when analyzing the location. Later in the project, several spatial and social components will be elaborated more in-depth. The problems and urgencies in Moerwijk can be explained in both a spatial and social manner. Spatially, the distinction between densification (spatial pressure) and the (quality) of the public realm can be made. These themes can conflict with each other, regarding space, when trying to combine these themes in a design project. Socially, there will be zoomed in on the social problems in Moerwijk. A few of them are already mentioned in short in the context part.

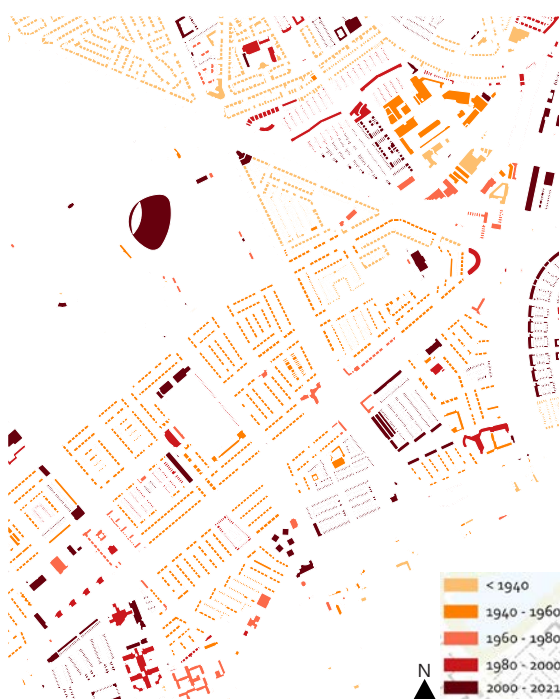


Figure 0.7 Years of construction - Moerwijk. Source: Bag 2021 - PDOK

0.4.1 Spatial pressure

The Hague has, like the rest of the Netherlands, to deal with a housing shortage (Gemeente Den Haag, 2019). The municipality of The Hague therefore, set up a plan with several measures to ensure that the livability of (new) residents is guaranteed. 'De Woonagenda 2020-2030' is the policy document where those measures are summed up. The aim of the municipality is, among other things, to build 4000 dwellings a year. A large share of the new dwellings needs to be affordable.

As mentioned before, The Hague southwest is one of the areas of interest. In this part of the city, the housing stock is outdated, especially in Moerwijk (figure 0.6). Therefore, next to the need for densifying the area, there is a need to transform a part of the housing stock. The task for the area is therefore a matter of regeneration. The characteristic of these neighborhoods in the Hague southwest is the post-war spatial configuration. Open building blocks land in an area with a lot of greenery. This makes it an interesting but difficult project. The task in Moerwijk is to investigate where and how densification can happen without harming the livability and public (green) spaces. The regeneration plan should actually reinforce these latter themes. This asks for an integrated set of design solutions, wherein key elements from the different themes come together.

0 Project definition

0.4.2 Quality of the public realm

The aforementioned post-war spatial configuration in Moerwijk, The Hague southwest, is characterized by a large share of green space. However, partly based on my own observation there is a lack of quality green spaces, especially when it comes to the spaces between the buildings. As mentioned before, the typology of most of the buildings ('Portiekflats') ensures that the accessibility of these green inner courts is inadequate. Besides, the degree of accessibility from other residents in the neighborhood is restricted. Spatially this manifests itself in partitions such as fences and walls (figure 0.7). In addition, the design of this kind of garden throughout the neighborhoods does not encourage recreational activities (0.8). Most of the inner courts exist of green elements without a clear meaning, which makes these inner courts less legible. Other green elements can be found in the large access roads in Moerwijk. These wide roads are char-

acterized by linear parks, wide roads, tram tracks, and long sidewalks (figure 0.9). These streets are acting as the backbone of the district, making the scale of these through roads considerably large. An important task when regenerating the area is not only to preserve the green character of the neighborhood but also to improve these spaces.



Figure 0.9 Example of a backbone street in Moerwijk



Figure 0.8 Example of a fence between public and communal space in Moerwijk

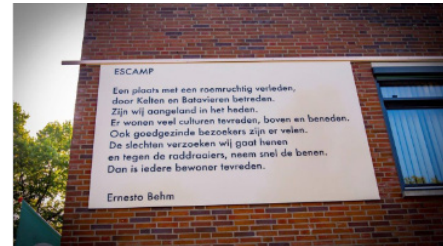


Figure 0.10 Lack of accessibility from the dwellings and lack of legibility in the inner courts in Moerwijk

0 Project definition

0.4.3 Livability

As mentioned before in the context paragraph, the quality of life in Moerwijk is poignant. In the news articles (figure 0.10) on this page, several problems of social nature are addressed. Problems such as poverty, unemployment, debts, educational disadvantage, and health problems are discussed. Often it is difficult to find the source of the problem because the palette of problems is very large and many of the social problems are related to each other. In the article by 'Trouw' (2021), several residents expressed themselves about the lack of social interaction between people in the neighborhood. Often this is about nostalgic comparisons with the experienced situation in the past, where the level of social interaction and cohesion was stronger. The lack of social interaction and social cohesion can also be seen in the livability circle (figure 0.11) by the municipality of the Hague (2021). This livability circle is a collection of data obtained by conducting conversations with stakeholders and residents from different districts and neighborhoods in the city of The Hague. This data is compared with the rest of the Hague, thereby obtaining the information displayed in the circle. Next to the social livability numbers, mostly regarding themes such as social cohesion and health, there is a clear low score on safety. Looking at the physical livability, the scores are around the average in comparison with the Hague.



www.omroepwest.nl

Armoede, werkloosheid en schulden: Den Haag Zuidwest kampt met grote problemen



www.nrc.nl

Om arme Haagse buurten 'vitaler' te maken, wordt er gesloopt



www.trouw.nl

Vrijwel elke stad heeft zijn eigen Moerwijk, waar de coronaklappen harder aankomen dan elders

Figure 0.11 Moerwijk in the news

0 Project definition

Another problem that comes up several times in several news articles is the involvement of the residents in the design process. In the aforementioned example in the social context chapter paragraph, the trust in projects intended to improve the neighborhood is questionable. In an article by 'Omroep West' (2021) the uncertainty, disbelief, and unrest about demolition plans in Moerwijk are outlined. The news follows the fact that the municipality and housing corporation 'Staedion' have

plans to demolish dwellings in poor conditions. The problem is that several residents do not understand why demolishing their houses is necessary, because they are convinced about the possibilities of transforming their homes. Important in this project is that while constructing a set of design solutions for Moerwijk, it will be investigated how this relationship between the municipality, residents, and other actors can be improved in such a design process.



Figure 0.12 Livability circle of Moerwijk (Gemeente Den Haag, 2021)

0 Project definition

0.4.4 Problem statement

Concluding from the problem analysis, the problem field is formed around three themes. First, there is the external factor of the housing shortage in The Hague which causes spatial pressure on The Hague Southwest, including Moerwijk where the housing stock is outdated. Secondly, the public realm in Moerwijk is of low quality. Especially in the inner courts between the medium-rise residential buildings, the public space is often monotonous, less legible and there is a lack of activity. Thirdly, the livability numbers of Moerwijk are insufficient in comparison with the rest of the Hague. This mainly manifests itself in social problems in the neighborhood. This shows that social interaction and social resilience important points of attention. In addition, residents do not seem to feel involved enough in the plans that are being constructed from above for their neighborhood.

0.4.5 Urgency

From the problem analysis and the problem statement, the urgency for Moerwijk can be expressed as follows:

“In Moerwijk there is an urgency for a regeneration framework which improves Community life and the quality of the public realm while reducing the spatial pressure of the housing shortage in The Hague”.

The bold terms in the sentence above are the key components of the project. To construct this regeneration framework, it is important to define these and translate them into concepts that can be used for finding design solutions. Community life is the overarching theme. Specifically, it covers community life in residential neighborhoods which corresponds to the case of Moerwijk. Spatial pressure corresponds with densification or density, which is an important task for the area. The quality of the public realm is a broader term in the problem statement and urgency. On the one hand, it corresponds with the psychical task to improve public space. On the other hand, it corresponds with the improvement of the platform for social interaction, which could be translated into achieving a higher degree of urbanity in the area of interest. All these components are included in both the theoretical and conceptual framework, wherein the relations between these concepts are elaborated.

0 Project definition

0.5 Aim

Coming from the urgencies and problem statement, regarding Moerwijk, the aim of this project can be described. Clear is that the problem statement and the urgencies are formed around 3 important themes: Spatial pressure, (Quality of) the public realm, and livability. The problems that arise within these themes are the pillars of this project. The aim is therefore to construct a set of design solutions for Moerwijk, wherein these analyzed problems in which all of these problems are addressed. This is something different from a final design because the aim of the research is to investigate how the problems and their spatial solutions, which are often different in nature, can be brought together. Because of the complexity and the fact that a perfectly balanced design is difficult to make, there has been chosen for a framework of design solutions. A framework will be worked towards, in which evidence-based design solutions will be presented even as the relations between them. In addition, an important part of the research is to investigate how this regeneration framework can be formed in a co-creative manner, by investigating the needs of different actors including the residents.

0.6 Relevance

In the social framework, the relevance of the project is that the main approach of the regeneration framework is highly related to improving social livability in Moerwijk. Community life in Moerwijk (and residential neighborhoods in general) is the overarching theme, wherein evidence design solutions for Moerwijk form the framework. In addition, an important input for these design solutions is the needs of the residents and other stakeholders.

In the scientific framework, the project can contribute to two perspectives within urban design projects. The constructed framework is not a final design. This means that the process of constructing the framework could be applied to similar locations.

0 Project definition

0.7 Research questions & Methodology

Which **regeneration framework** improves **community life** and the **quality of the public realm** in Moerwijk while reducing the **spatial pressure** of the housing shortage in The Hague, on a **co-creative manner**?

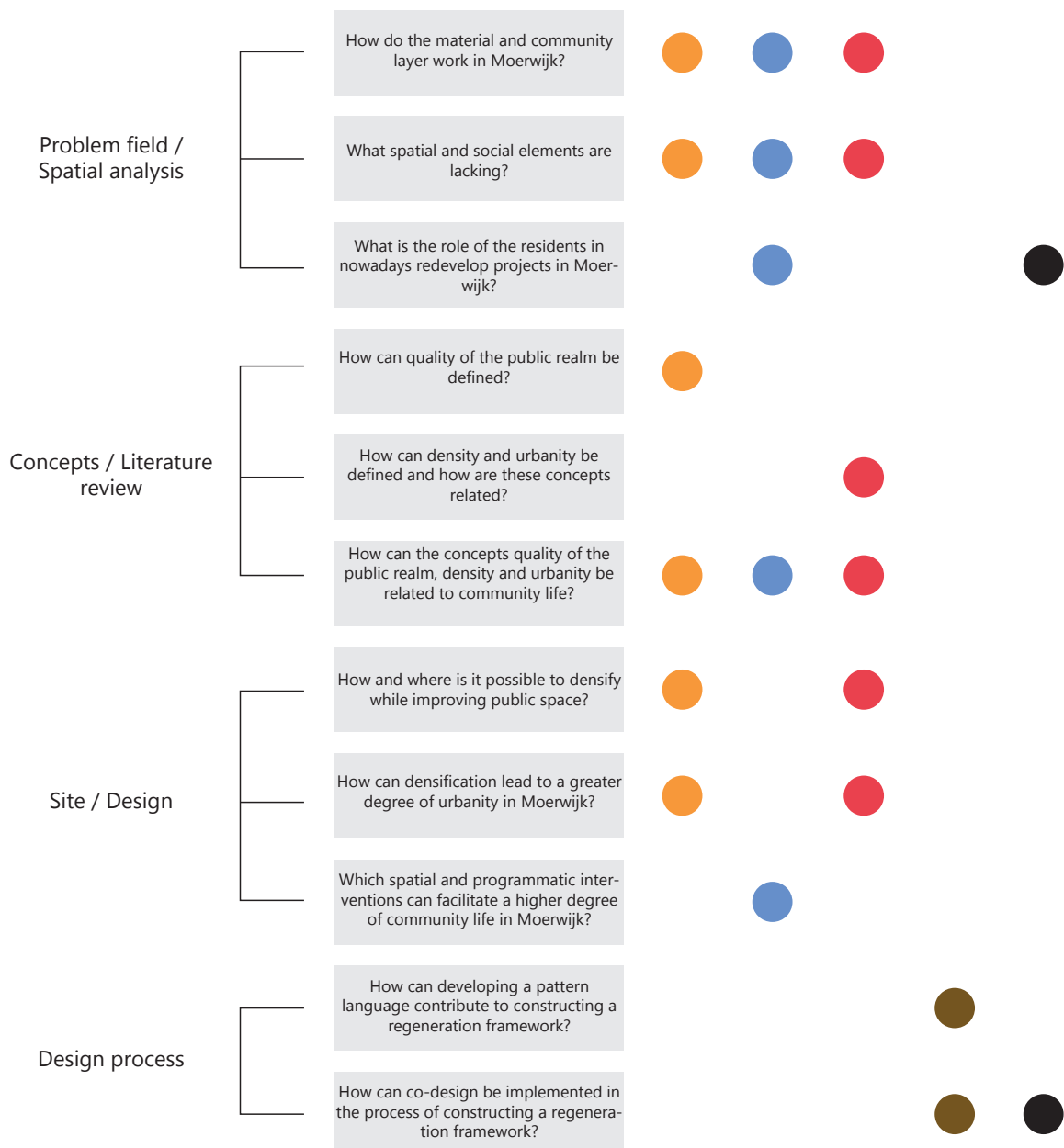


Figure 0.13 Research questions and methods. Source: made by author

0 Project definition

0.7.1 Methods

In this project, several methods will be used to answer the research question. In the research question paragraph, the relation between the themes from the main question is shortly explained. The urgency for the project is that there is a need to construct an integrated regeneration framework. There are three main overarching methods for answering the research questions: theoretical input, spatial analysis (design testing), and the investigation of the needs of different stakeholders and residents. In two cases it is about constructing patterns. On the one hand, patterns will be constructed by picking important spatial elements and conditions from the literature. On the other hand, input from residents and stakeholders will be used by looking at the needs for the neighborhood, which will be more important in a later stage of the project.

This results in a variety of patterns that will be organized in a pattern field, which will be the fundament of the regeneration framework. This will be done according to the method of Christopher Alexander: "Alexander's patterns serve as neatly packaged reminders of design wisdom that restrict architects and lay people to providing only those solutions that satisfy emotional and physical needs while producing cohesive and contiguous environments" (Dawes & Oswald, 2017). The spatial analysis is needed to get a grip on the location, which will be important to implement the patterns in Moerwijk. The outcomes of this process will be always reflected with the key concepts and the problem statement/urgencies. A schematic representation of this process can be seen in figure 0.13.

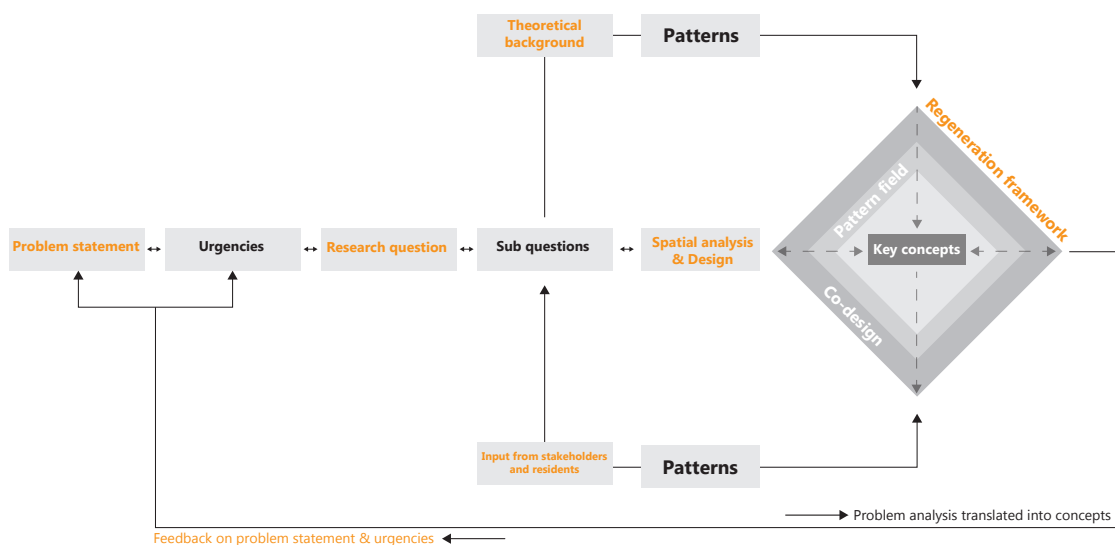


Figure 0.14 Methodological framework. Source: made by author

0 Project definition

0.7.2 Stakeholder contact

An important part of this report is that there is a certain knowledge about what is currently happening in Moerwijk. The information will be used to construct a set of patterns that will be integrated into the design for several areas and the construction of the regeneration framework. It is clear what the municipality wants with the Hague southwest and Moerwijk, but this project is about the integration of the needs of the residents regarding

housing, densification, public space and the diversity of functions. The process of gathering information about the current situation of livability and the corresponding needs of the residents in the neighborhoods took place in different ways, from what talking to people was the most important one. As mentioned before in the report, this project participates in the Master Thesis Workshop the Hague southwest. This means that there was a possibility



Figure 3.1 Source: Wijkz logo. (n.d). Wijkz. <https://wijkz.nl/>

Figure 3.2 Buurtkamer de Luyk logo. (n.d). Mijn moerwijk. <https://mijnmoerwijk.nl/persoon/76107/buurtkamer-de-luyk>

0 Project definition

to get in contact with different stakeholders in Moerwijk. In March (2022) there was a gathering organized where in several students participating could present their research on the Hague southwest. After presenting there was an opportunity to have conversations with the different people that attended the presentations. Some of the results (feedback from stakeholders) are shown in figure (3.3) below. After the event, the contact with Wijkz ensured that there was an opportunity to visit several community centers in Moerwijk. The approach chosen for these conversations was an informal way of talking about the themes, that are important in this research and the neighborhood. Moerwijk is a neighborhood where there is a lot of research done or going on which makes it difficult to approach people in a more scientific way. Therefore, the more informal approach seems to work better to get an understanding of what is going on in the neighborhood. There have been tried to gather the opinions and needs of residents from different age groups. For the age group 11-22, mostly information from the 'Jeugd Manifest Moerwijk' (Wijkz, 2021) is used.

When starting with visiting the community center(s) in Moerwijk, a poster was made to introduce myself and the ongoing project. On this small poster, the different themes and the approach

to getting into the conversation are explained as well as the purpose and the goals for this graduation project stands for. Due to the holiday period, the community center(s) were not visited frequently by different people for a couple of weeks. That makes that the conversations mainly took place with people that are involved in these centers. For processing, several personas and a mapare made based on these real conversations.

0 Project definition

0.8 Theoretical & conceptual framework

0.8.1 Theoretical framework

As mentioned before, the components of the research question and the problem statement are translated into several key concepts. This forms the base for the literature reviews on the different topics. The overarching theme is 'community life in residential neighborhoods', which is placed at the top of the theoretical framework. The goal of doing the literature review is to elaborate on the relationship between community life and spatial urban elements and concepts that enhance social interaction and community life (Evaluating public space, urbanity, and density). In the theoretical framework, these three urban phenomena are all connected with 'community life' and also connected with each other. Under these themes, components from the literature are shown as well as the relations between them.

0.8.2 Conceptual framework

In the conceptual framework, the key concepts are highlighted, as well as the relations between them. In the framework, this forms the core of the project. The conceptual framework is formed in a diamond shape, wherein several layers embrace the core. The set of patterns and design solutions as well as the co-design part of the project form all together the regeneration framework (figure 0.15).

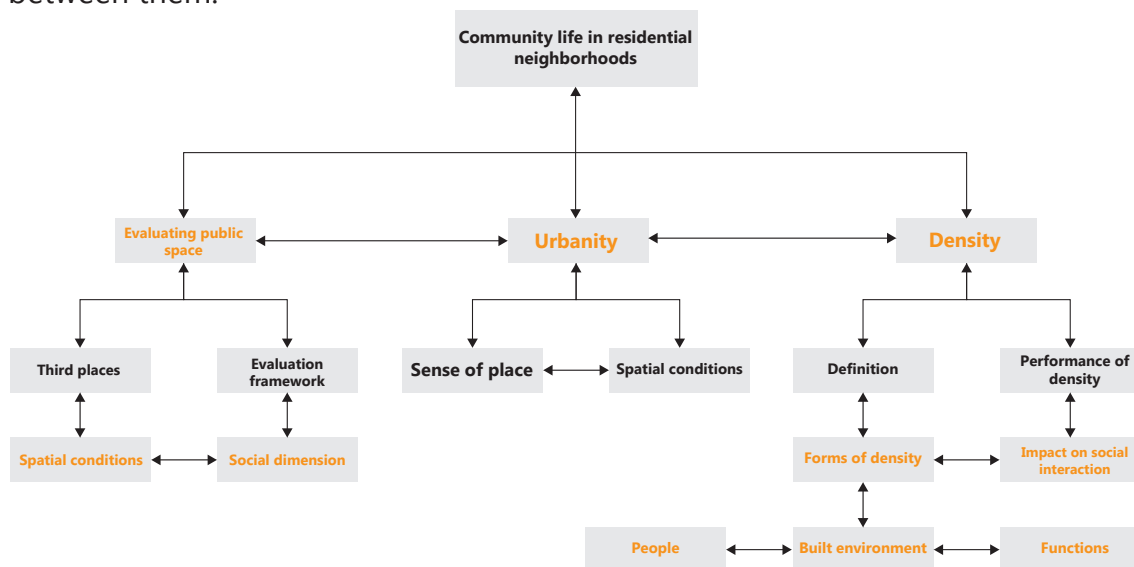


Figure 0.15 Theoretical framework. Source: made by author

0 Project definition

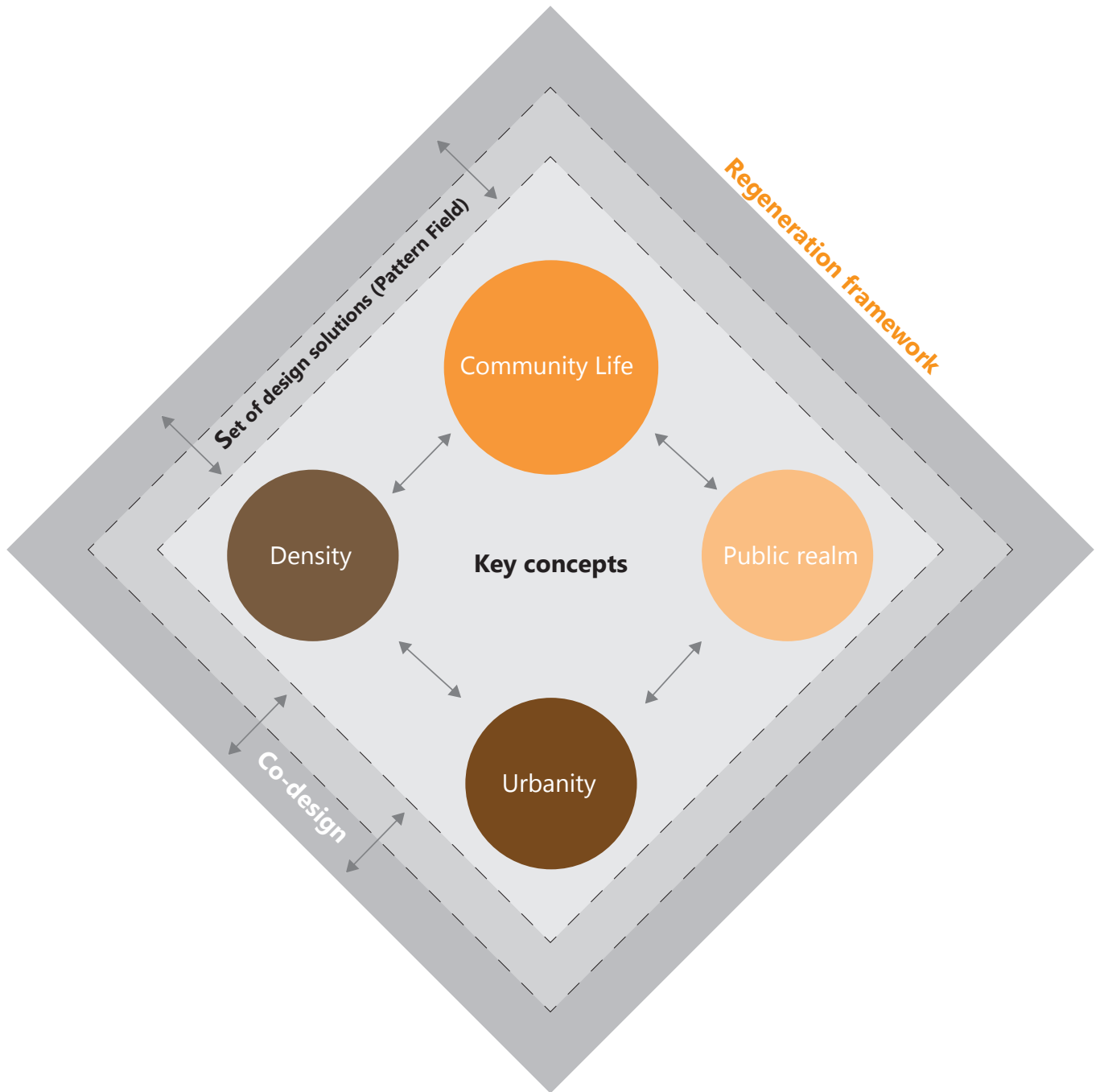


Figure 0.16 Conceptual framework. Source: made by author

0 Project definition

0.9 Deliverables and time frame

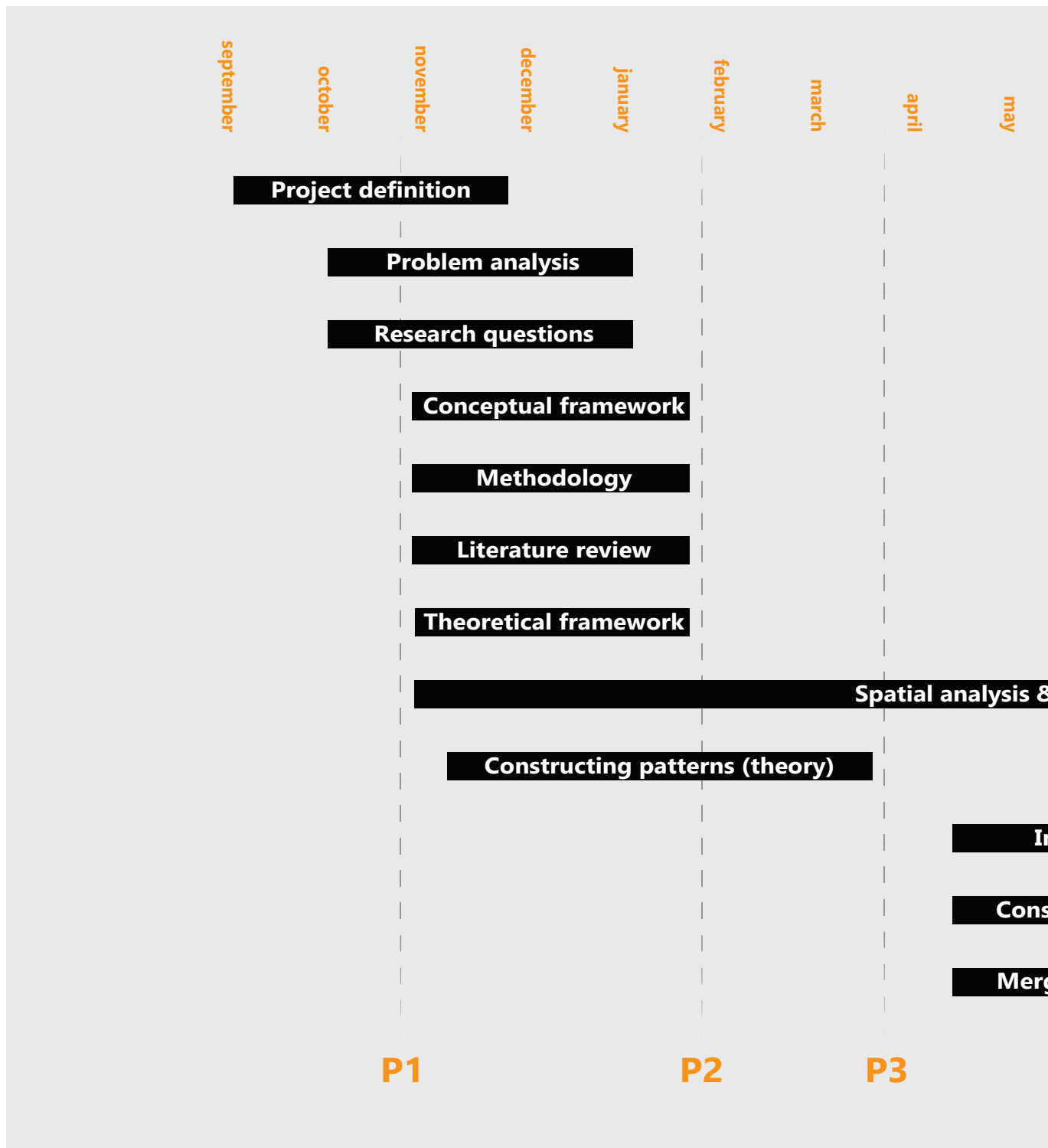
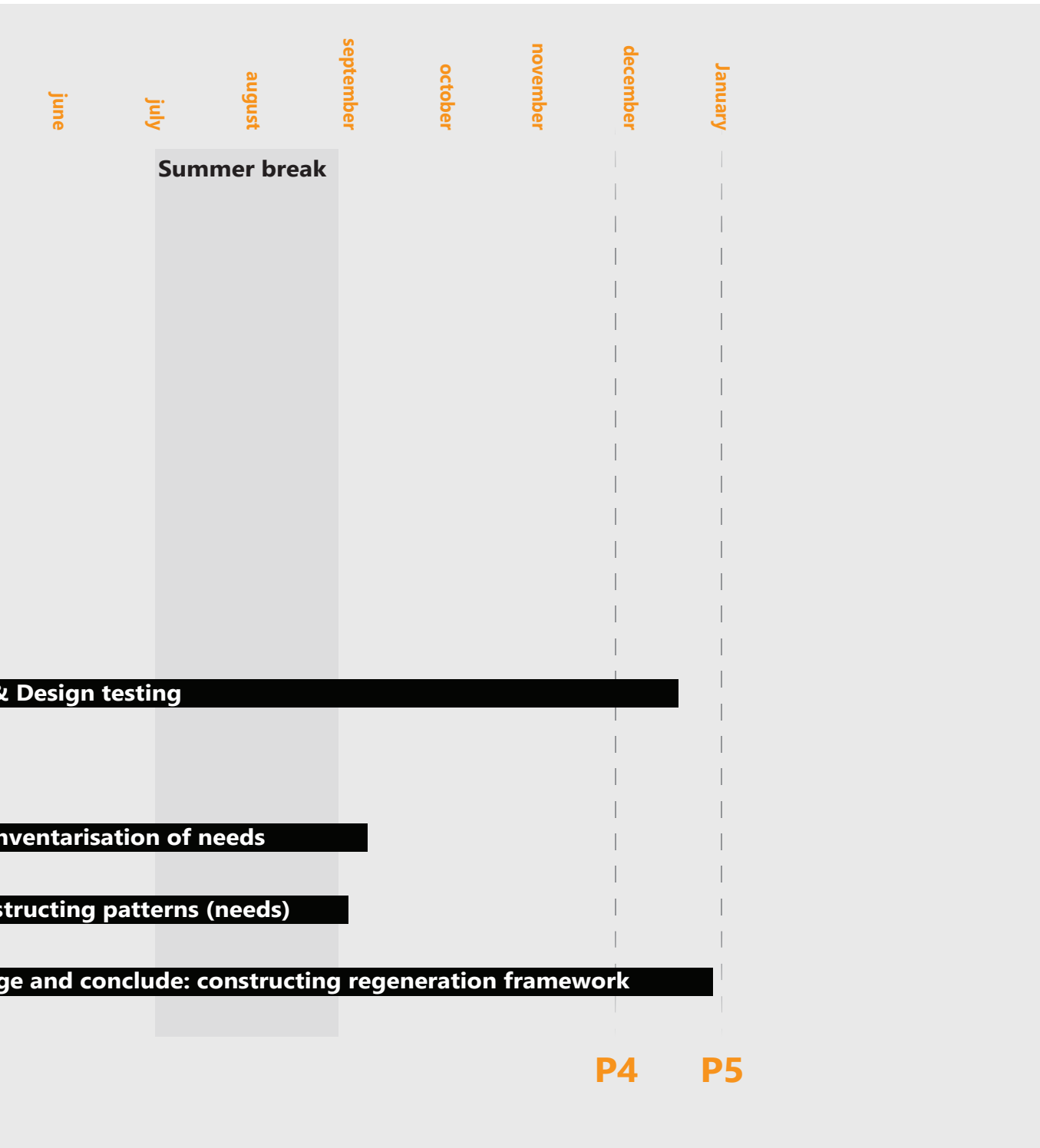


Figure 0.15 Conceptual framework. Source: made by author

0 Project definition





Theoretical background

1

1 Theoretical background

1.1 Community life in residential neighborhoods

In this chapter, the concepts introduced before will be related to each other by making use of literature studies. As shown before, the problem field is translated into opportunities and points of improvement. The overarching theme in this chapter is Community life in residential neighborhoods. The relation between Community life and important (spatial) elements and theories will be elaborated.

1.1.1 Quality of the public realm

Evaluating public space

To define the quality of the public realm or public space, it is necessary to know how to evaluate public space. The emphasis will be placed on the social role of public space. In 'Evaluating Public Space' by Vikas Mehta (2007), is the social role of public space defined by using the identified social roles for public space from Thomas (1991):

- As an arena for public life;
- As a meeting place for different social groups;
- As a space for the display of symbols and images in society;
- As a part of the communication system between urban activities.

In the same paper by Mehta (2007), a theoretical framework to evaluate public space is suggested (Figure 1.1). The five dimensions of public space in this

framework are inclusiveness, meaningful activities, comfort, safety, and pleasurability. The five dimensions will be explained shortly in more detail.

- **Inclusiveness**

According to Mehta (2013), public space is a space of participation where there is room for the collective voice and shared interests. In addition is public space where different groups and conflicts come together. For evaluating the inclusiveness of a space in the aforementioned theoretical framework, the degree of accessibility of the space for different groups and individuals and the degree of how well their activities and behaviors are supported or not.

- **Meaningful activities**

The meaningfulness of a place is measured in the paper in the context of the degree of the ability to support activity and sociability. In addition, it is stated that space becomes meaningful when these activities are important for the cultural and symbolical value of a place

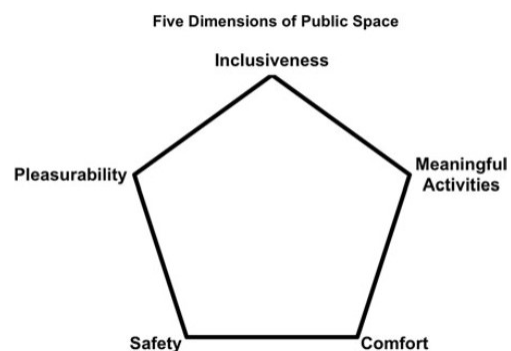


Figure 1.1 Five dimensions of public space. Source: Evaluating public space (Mehta, 2013)

1 Theoretical background

and when it supports sociability. There is also written about the usefulness of place, which regards the ability of the environment to satisfy basic needs (shopping, eating, entertainment, etc.). The given condition by Mehta (2007) to measure public space as meaningful is as follows:

“The public space index is designed to measure the meaningful activities of public space by rating whether the public space supports any community-gathering third places, the suitability of the layout and design of the space to support activities and behavior, the number of businesses that offer food and drinks, and the variety of uses and businesses”.

The concept of ‘third places’ will be elaborated more later on.



Figure 1.2 Example of a well designed urban setting which acts as a ‘third place for different groups. Source: <https://montgomeryplanning.org/>

- Comfort

For evaluating the comfort of public space, different kinds of factors can be used. The most obvious factors for perceiving comfort are the level of safety, familiarity with the setting and people, weather, and physical conditions (Mehta, 2007). The physical and environmental comfort of a place is included in the framework “ [...] by measuring the physiological level of comfort the public space is able to provide its users”, as described by Mehta (2013).

- Safety

In perceiving safety in public space, environmental characteristics that affect real and perceived safety are playing an important role (Mehta, 2007). The first positive element for increasing the perception of safety is the presence of people. The lack of maintenance has a negative influence on perceived safety in public spaces. In addition, the presence of litter, graffiti, and poorly maintained buildings do negatively affect the perception of safety. Jane Jacobs (1961) stated that ‘third places’ such as stores, bars, and restaurants play an important role as components of safety and surveillance.

- Pleasurability

The pleasurability of a place can be described by using this quote from Mehta (2007): ‘Spaces become pleasurable when they are imageable, have a high level of spatial quality and sensory

1 Theoretical background

complexity'. The pleasurability is measured by looking at the imageability, spatial quality, sensory complexity, and attractiveness of the space.

These five dimensions of public space are an important theoretical base for evaluating and accessing spaces in Moerwijk. Also, the principles and elements within these dimensions can be used to form patterns, which will be important while constructing the regeneration framework.

Lively streets

An important physical element in neighborhoods is the commercial street. In another paper by Vikas Mehta (2007) called 'Lively streets – Determining environmental characteristics to support social behavior', he investigated [...] "what micro-scale physical characteristics and uses are able to support stationary and social activities on neighborhood commercial streets [...]". Figure 1.2 is a relevant summary of this article, which shows important characteristics of the neighborhood commercial streets, and functions as a scheme that could be used for implications for design and policy. In this project about Moerwijk, also this diagram can function as a basis to evaluate certain commercial spaces in the neighborhood. Also, in this case, implications from this paper can form a theoretical basis by constructing a pattern field on this topic.

Third place

Ray Oldenburg's (1991) definition for a 'Third place' is as follows: "[...] a place of refuge other than home or workplace where people can regularly visit and commune with friends, neighbors, coworkers and even strangers" (quoted in Mehta & Bosson, 2010). In this paper by Mehta & Boson (2010), two case studies were done on two different main streets in Massachusetts, whereby place-based physical qualities of third places were investigated. The relation between the support of sociability and place attachment is crucial in this study. An important finding was that third places were perceived as destinations to go gather and socialize. Another finding was that the choice of third places is not only based on age, class, and attitudes, but also on the length of period a resident was living in the neighborhood. These are phenomena on a neighborhood scale to consider when constructing design solutions regarding the relationship between public space and community life.



Figure 1.3 Five dimensions of public space. Source: Lively streets (Mehta, 2007)

1 Theoretical background

1.1.2 Density and urbanity

Built density

In *Spacematrix: Space, Density and Urban Form* by Berghauer Pont & Haupt (2021) define the concept of density in Urbanism as follows: [...] "is frequently used to describe the relationship between a given area and the number of certain entities in that area". Entities can be people, dwellings, services, and floor space. The aim of the book is to prove that density can be used effectively in developing new areas since urban density might contain valuable information about urban form and the performance of the built environment (Berghauer Pont & Haupt, 2021).

Measuring spatial densities

To understand different spatial densities, it is important to understand how to calculate and interpret them. Different indexes are used for this. These indexes are explained in 'Ruimtelijke Dichtheden en Functiemenging in Nederland' by Planbureau voor de Leefomgeving (2019):

- FSI: the floorspace index describes the ratio between the gross floor area and the terrain area.
- GSI: The ground space index describes the ratio between the footprint of a building and the terrain area

- Layers: layers describe the average of present building layers by calculating the ratio between the FSI and the GSI.

- OSR: the open space ratio describes the ratio between undeveloped land and gross floor area. The OSR can be used as an indicator of the intensity of use of public space.

- MXI: The mixed-use index describes the degree of mixing of functions. The lower the MXI the lower the share of living and the higher the degree of mixing of functions.

Performance of density: public realm

Density is important for the service infrastructure in residential neighborhoods. The higher the density, the better the accessibility to public and commercial functions and services (Berghauer Pont & Haupt, 2021). Access to key services and amenities is crucial for vulnerable groups in neighborhoods. When it comes to density and the relation with the recreational infrastructure, this forms an opposite (Berghauer Pont & Haupt, 2021). Higher densities have a lower provision of public space. Increased population densities increase demands on high-quality public space.

1 Theoretical background

The impact of density on social interaction

Also, in *Spacematrix: Space, Density and Urban Form* by Berghauer Pont & Haupt (2021), there has been made a distinction between well-being, social interaction, social equity, and crime to explain the social impact of higher density. In this graduation project, it is important to discuss the relationship between density and community life in residential neighborhoods. Social interaction is focused on the interaction between individuals. In half of the studies, density affects social interaction negatively (Berghauer Pont & Haupt, 2021). Talks and visits with direct neighbors tend to be lower in high-density areas. In the same book, the interpretation

from two other papers proves that social interaction and group participation tend to improve when density increases. However, this only applies to a medium density. In outdoor spaces, there has been reported a higher number of contacts between persons in urban areas and rural areas. Suburban areas score lower. As concluded by Berghauer Pont & Haupt (2021): "In other words, medium densities seem to perform worse than both low and high ones".

Urbanity

According to Montgomery (1998), it is difficult to know why an urban place is perceived as successful. In addition, it is hard to know how this success can be generated. In the same paper, by doing a

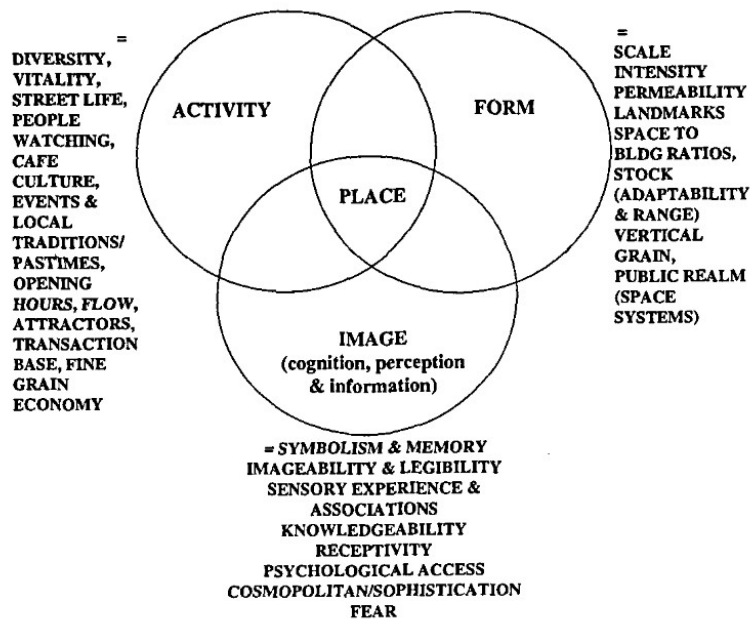


Figure 1.4 Policy directions to foster an urban sense of place. Source: *Making a city: Urbanity, vitality and urban design* (Montgomery 1998)

1 Theoretical background

literature review, it is stated that three combined essential elements make urban places successful: physical space, the sensory experience, and activity.

- Activity

Activity in urban places is a combination of diversity and vitality (Montgomery, 1998). In figure 1.4 several cohesive concepts are shown in a scheme. Vitality refers, for example, to the number of people across different times of the day, cultural events that take place, and to what extent a place feels lively. In addition, the importance of diversity in functions is mentioned in this quote from Montgomery (1998): "As a rule, the most lively and interesting urban areas tend to be places of complex variable, with a large representation of small-scale business activity which trades not only with 'consumers' but with other businesses." At last, the importance of transactions is discussed. Urban areas are platforms for social and cultural interaction or transactions and a successful urban place needs to be a space that provides these transactions around the clock. The physical conditions for the public realm in successful urban spaces need to provide spaces for meeting, movement, and exchange.

- Image

The Image of a place is a combination of the identity of a place and how a place is perceived (Montgomery, 1998). Image is a set of feelings and

age is a set of feelings and impressions about a place. By filtering information, a set of several feelings about a place is formed. Filtering a place is based on individuals' values, beliefs, and ideas. In addition, this is based on a wider cultural perspective. Another important concept in the image of a place is imageability, which is influenced by a city's legibility (Montgomery, 1998).

- Form

Lynch (1981) stated in the article by Montgomery (1998), that urban design needs to contribute to the creation of a sense of place. When residents can perceive and understand the city and its form and functions, the city is organized as a sensible city. Legibility is hereby an important concept.

The 'physical conditions for making a city' are summed up in the article by Montgomery (1998) and they are presented as conditions that give a part of the city the opportunity to develop a life of its own. These conditions will be explained more in-depth and translated into patterns based on the theory. This also applies to the theory about evaluating public space. On the next pages, the drafts for the extracted patterns, including the title and hypothesis) are shown in relation to the references. These patterns will, in a later stage, be organized in a pattern field wherein the relations with other patterns will be shown.

1 Theoretical background



Spatial analysis

2

2 Spatial analysis

2.1 Moerwijk: Neighborhood overview

In this part of the report, the first spatial analyses are presented. The spatial analysis part is more about getting more grip on the location: Moerwijk. In this chapter, several themes are discussed and mostly this includes the more basic analyses. In a later stage of the project, the gained theoretical background will be applied to the spatial analysis. First, there will be zoomed in on the population of Moerwijk in comparison with the Hague. This is a basic analysis and a starting point for further identification of residents and stakeholders to investigate their needs at a later stage of

project. Furthermore, the focus will be on the public realm, the structure of the neighborhood, and the building types, block types, and built density. The main objective was to define what kind of places there are in Moerwijk. By doing this set of first spatial analyses a first synthesis is created, which is the starting point for further analysis and design. In the second part of this chapter, there will be zoomed in on several crucial locations in Moerwijk. This will be discussed in more detail later.

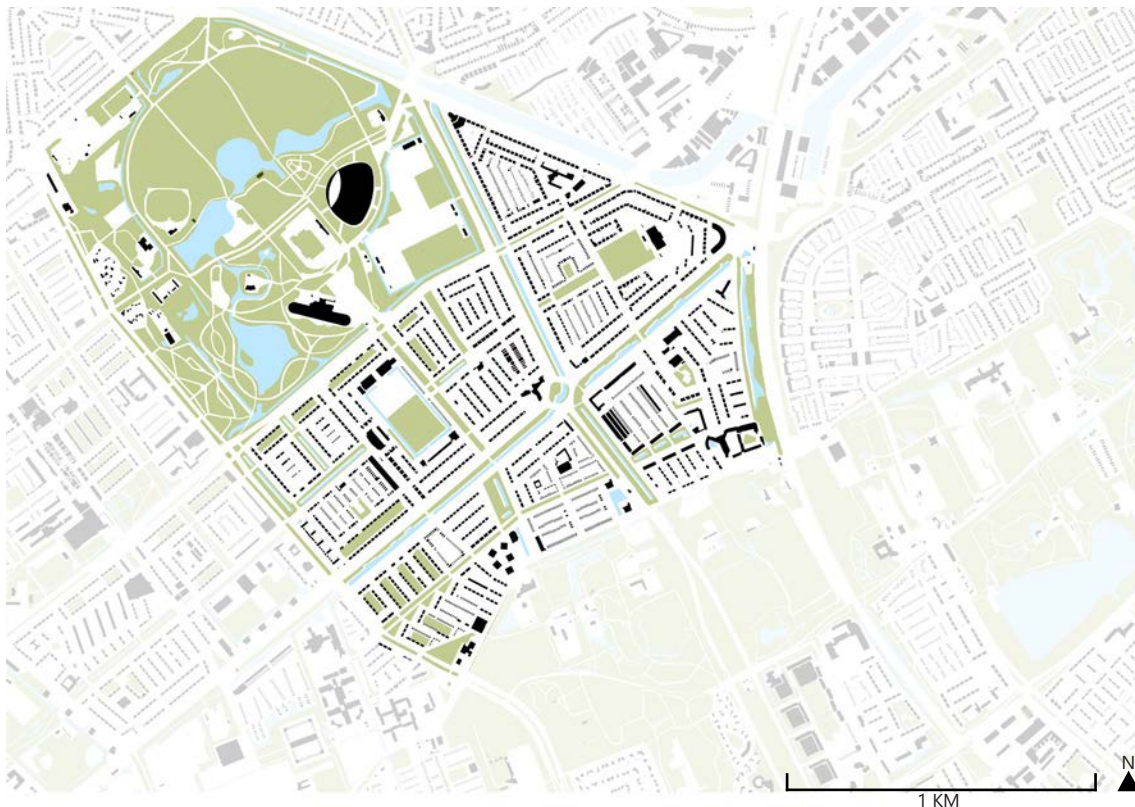


Figure 2.1 Moerwijk: a neighborhood with a green character. Source: Made by author

2 Spatial analysis

2.1.1 Demographics

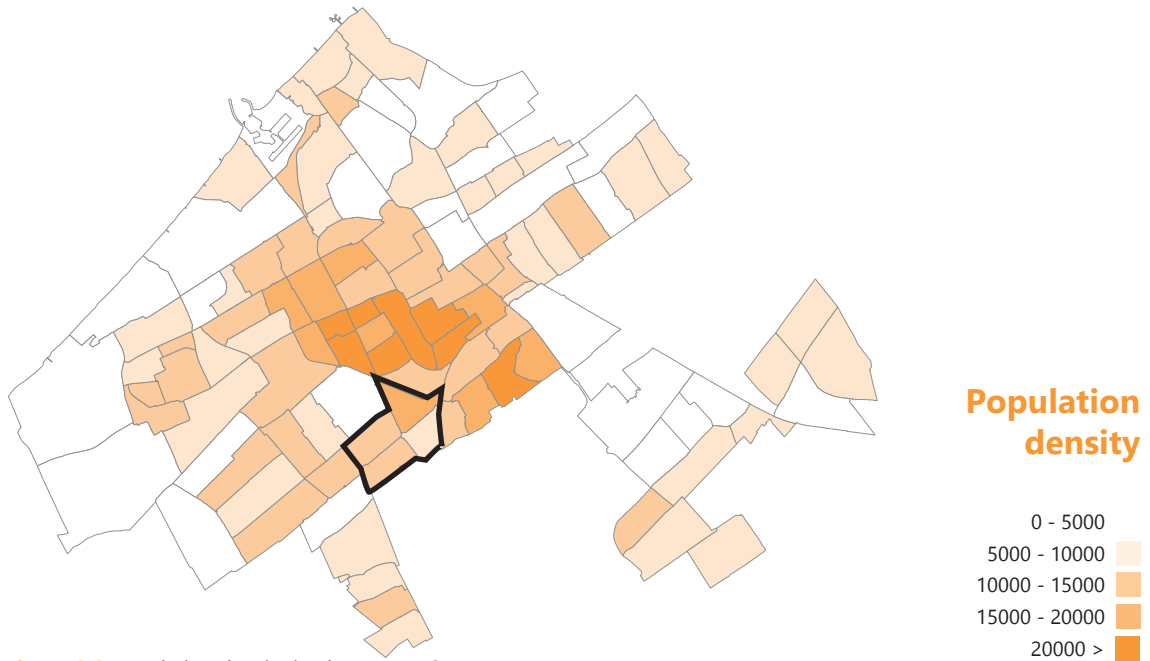


Figure 2.2 Population density in The Hague. Source: <https://denhaag.incijfers.nl/>

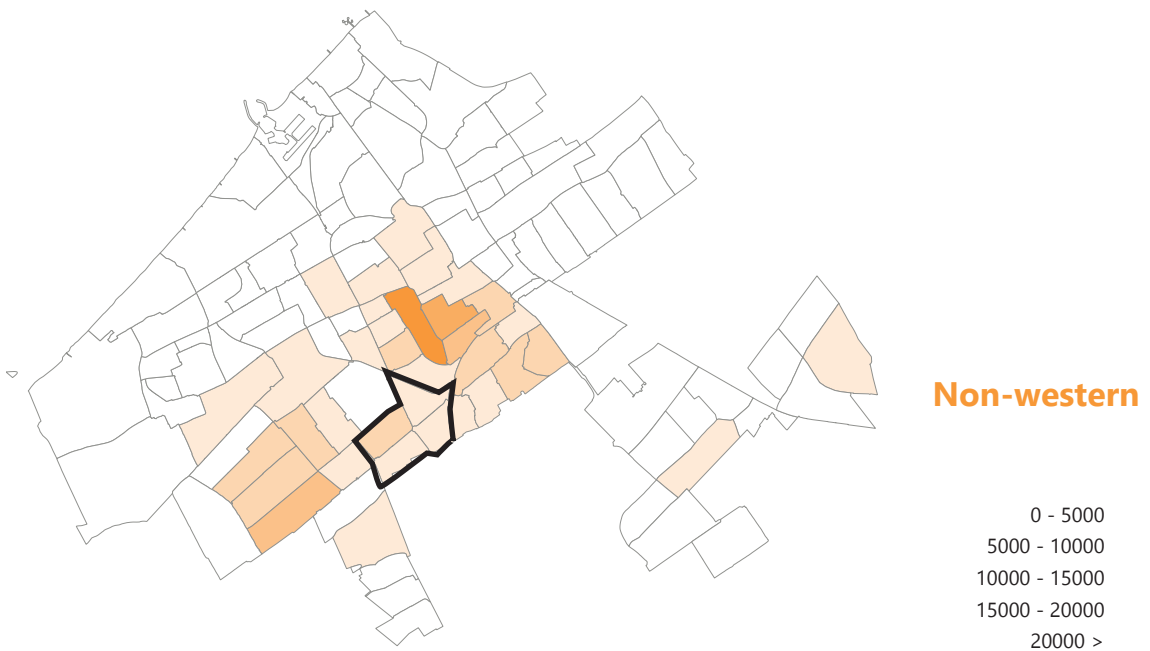
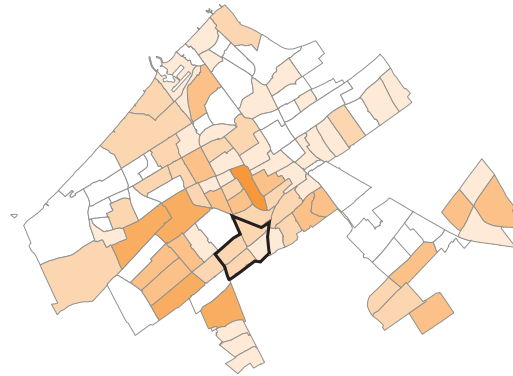
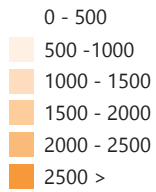


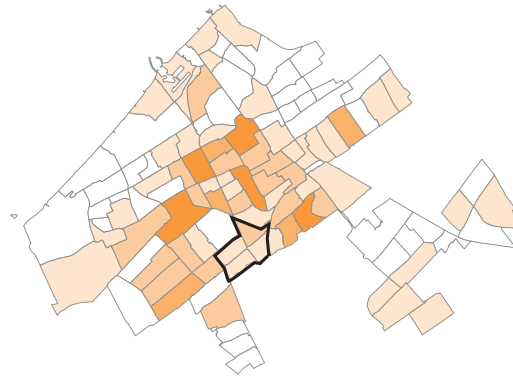
Figure 2.3 Non-western population in The Hague. Source: <https://denhaag.incijfers.nl/>

2 Spatial analysis

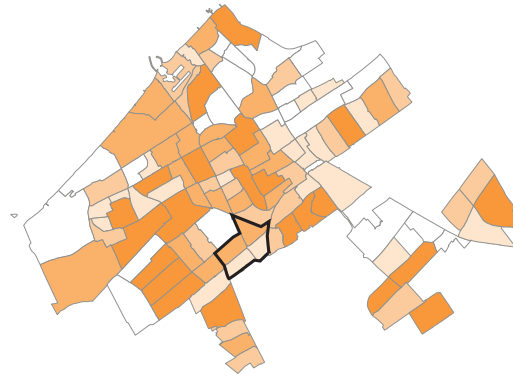
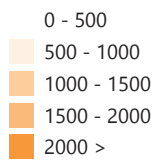
0-14



25 - 44



45 - 64



65+

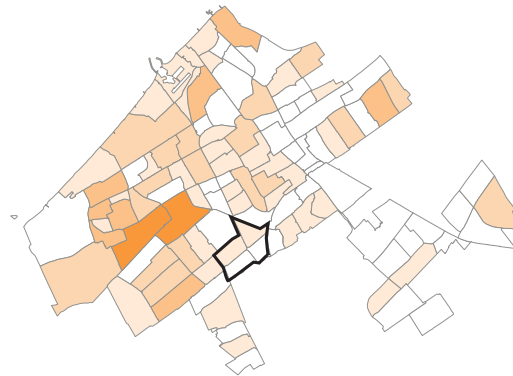
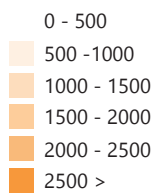


Figure 2.4-2.7 Distribution of age groups in The Hague.
Source: <https://denhaag.incijfers.nl/>

2 Spatial analysis

2.1.2 Public realm

Moerwijk is known as a neighborhood with a significant amount of greenery. As can be seen on the map in figure 2.8, the green (public) spaces in Moerwijk can be roughly categorized into parks, street green, sports fields, water, and the inner courts. In Moerwijk there is a clear structure of main roads, through which large green structures are laid out. This structure is further presented in the 'structure' paragraph. Another point of interest is the distribution of the main functions and amenities

in Moerwijk, which is shown in figure 2.10. What strikes here is that there are two commercial areas located in the neighborhood: 'Betje Wolfstraat' & 'Heeswijkplein'. At last, Moerwijk is well connected with the rest of the city, with two tram lines through the neighborhood and Moerwijk Station.

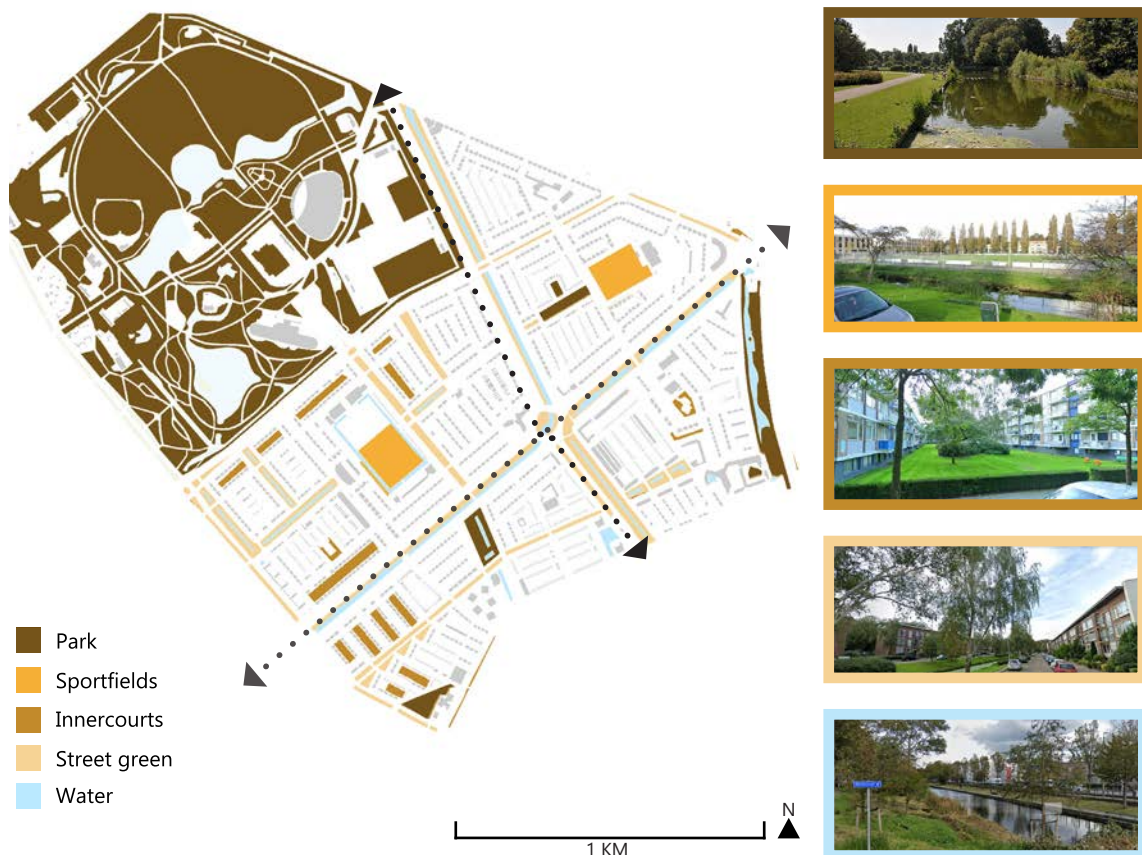


Figure 2.8 Green spaces in Moerwijk, including the main green structure. Source: Made by author

2 Spatial analysis

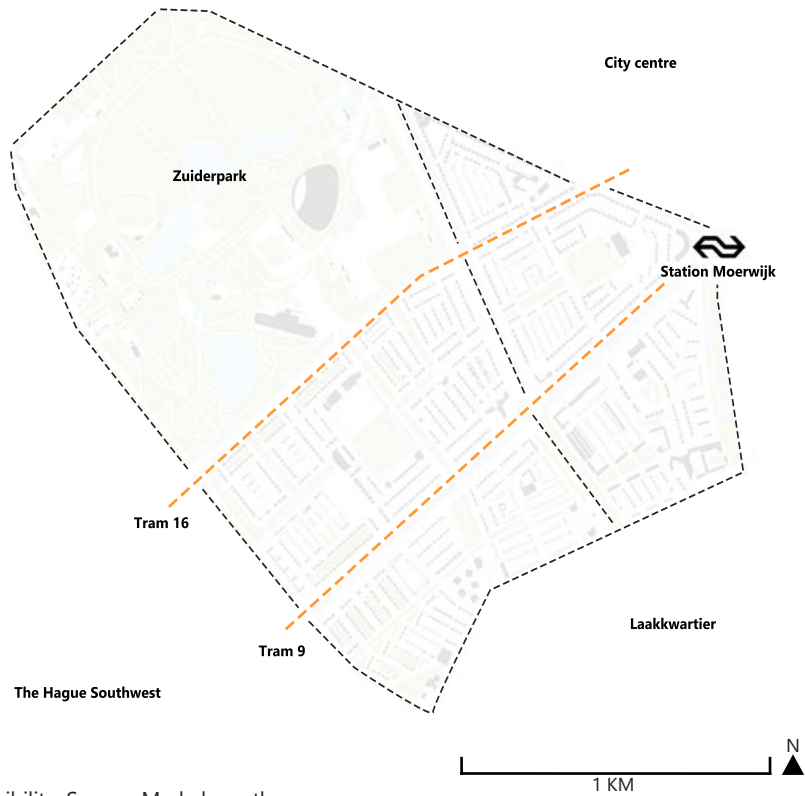


Figure 2.9 Accessibility. Source: Made by author

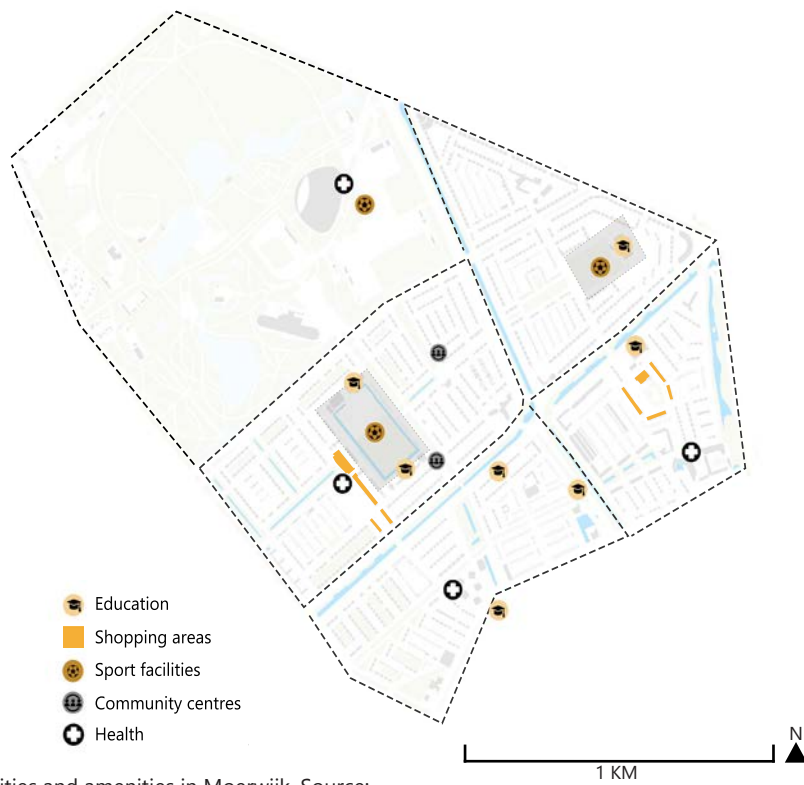


Figure 2.10 Facilities and amenities in Moerwijk. Source: Made by author

2 Spatial analysis

2.1.3 Inner courts

An important spatial phenomenon in Moerwijk is the communal space within the open building blocks. These inner courts form a large part of the surface of the neighborhood, as can be seen on the map in figure 2.11. In this same map, the location of all these inner courts is highlighted, which shows that these are equally distributed throughout the neighborhood. Therefore, these inner courts

are important in the task of improving the public realm in Moerwijk. As can be seen in the pictures on the next page, there are several spatial problems regarding these inner courts. There is a lack of physical connection between the dwellings and the courts, due to the elevation of the houses relative to the ground level, a lack of spatial elements and activity and the lack of accessibility.



Figure 2.11 Facilities and amenities in Moerwijk. Source: Made by author

2 Spatial analysis



Figure 2.12 Lack of physical connection between dwellings and communal inner court. Source: <https://takethehague.nl/en>, edited by author



Figure 2.13 Lack of spatial elements and activity in the communal inner courts.



Figure 2.14 Separated from the rest of the district

2.1.4 Structure

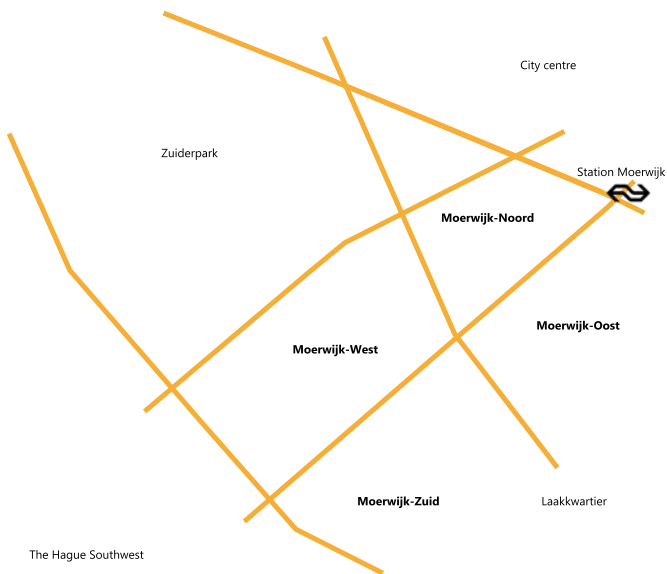


Figure 2.15 Main traffic roads in Moerwijk. Source: Made by author

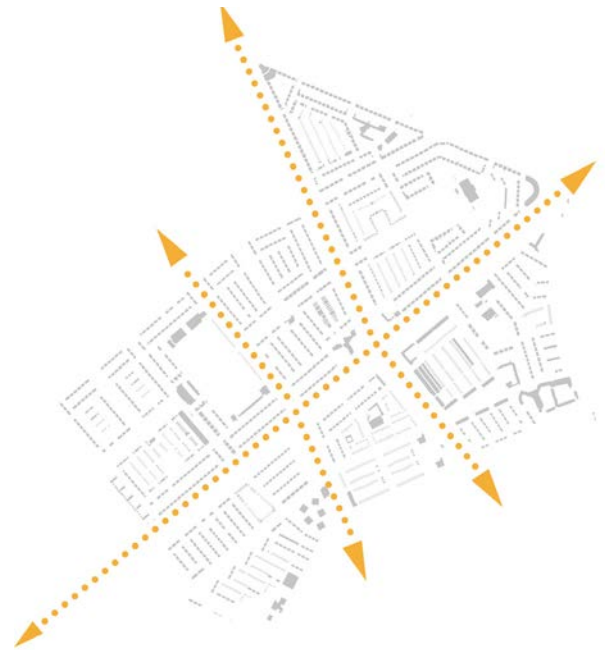


Figure 2.16 Main green structure. Source: Made by author



Figure 2.17 Repetition of building/block types and entrances along one of the main roads



Figure 2.18 Long streets along the main roads



Figure 2.19 Green structure



Figure 2.20 Representative crossroad

2 Spatial analysis

2.1.5 Building types

Most of the residential building stock in Moerwijk is built between 1940 and 1960 (figure 2.26), as mentioned before in the problem analysis. In addition, some new dwellings have been developed and old 'portiek' flats have been transformed. Most of the buildings in Moerwijk are mid-rise (3-5 floors) or high-rise (5+ floors) buildings. At a later stage in the project, a more expanded categorization of building types is necessary to investigate the possibilities of densification.



Figure 2.23 New built 'high-rise' housing



Figure 2.21 'Portiek' flats



Figure 2.24 Transformed 'portiek' flats



Figure 2.22 'Portiek' flats



Figure 2.25 New built low-rise housing

2 Spatial analysis

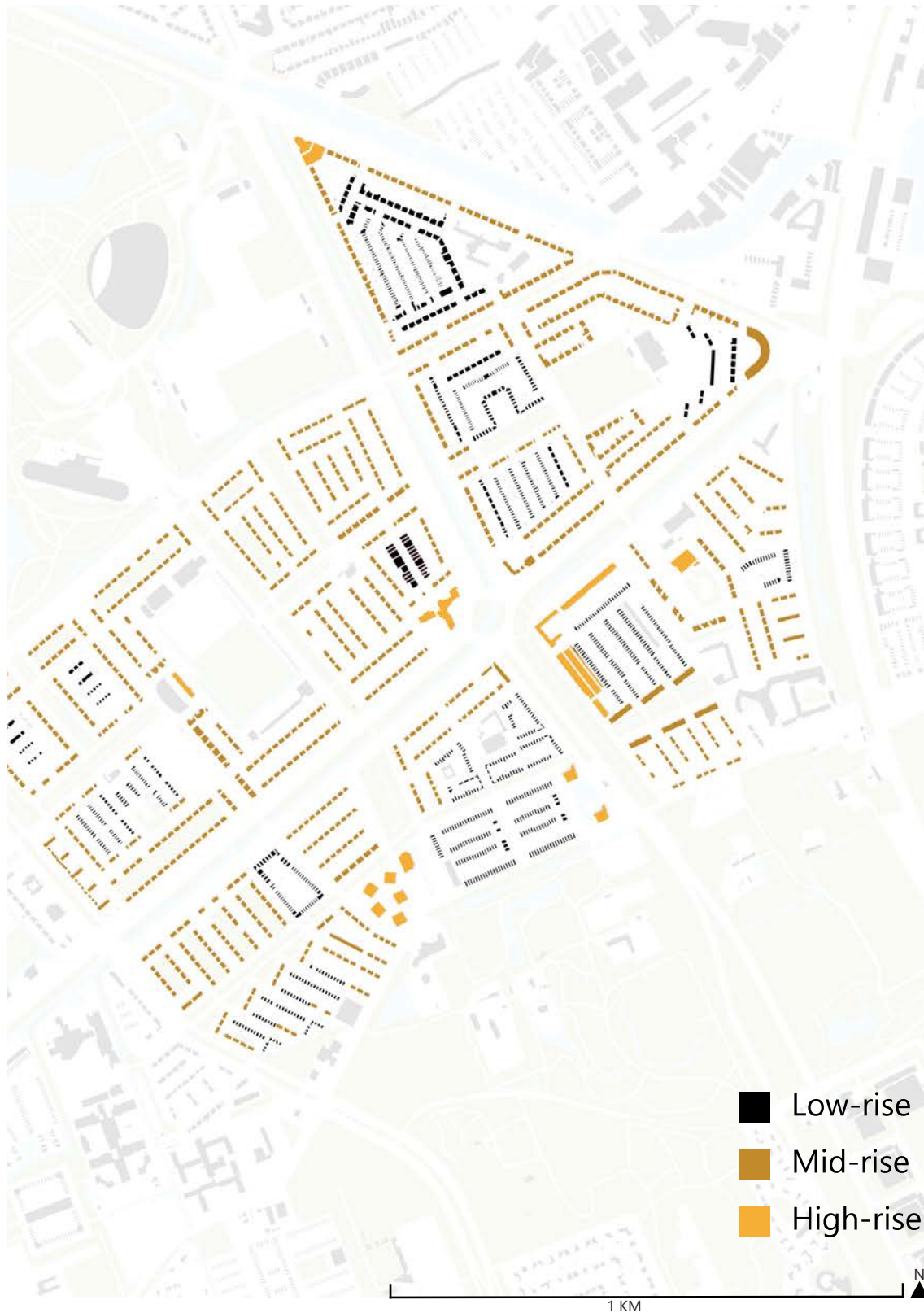
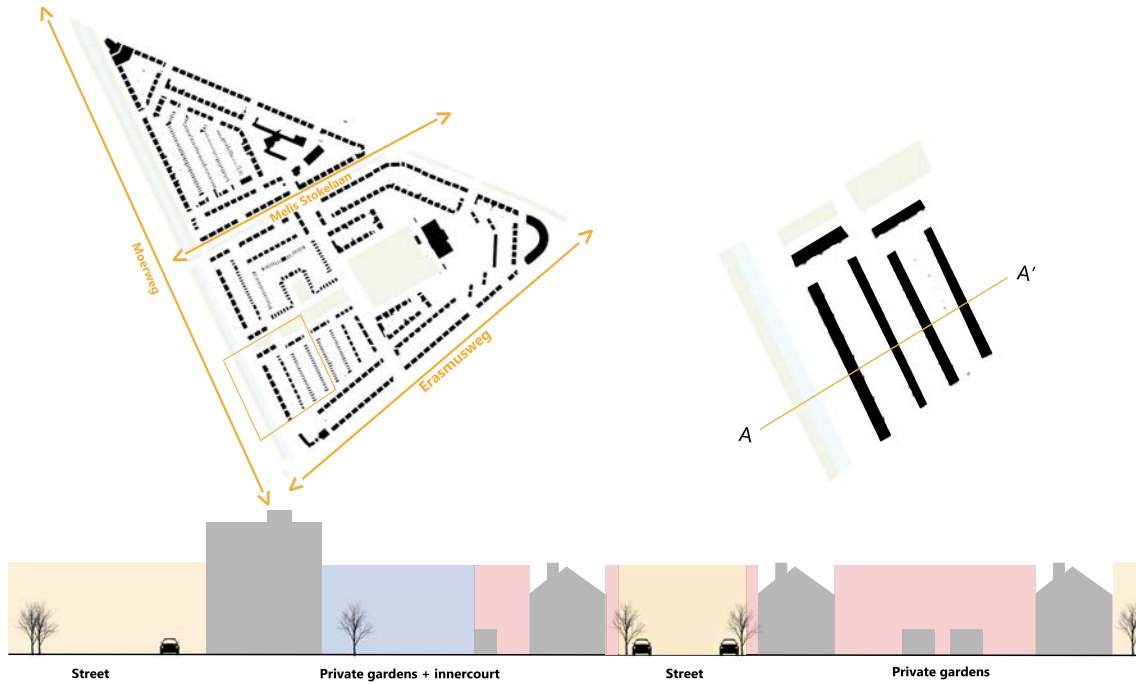


Figure 2.26 Building typologies in Moerwijk. Source: made by author

2 Spatial analysis

2.1.6 Block types

Moerwijk North Hierarchy



Moerwijk West Post-war building block

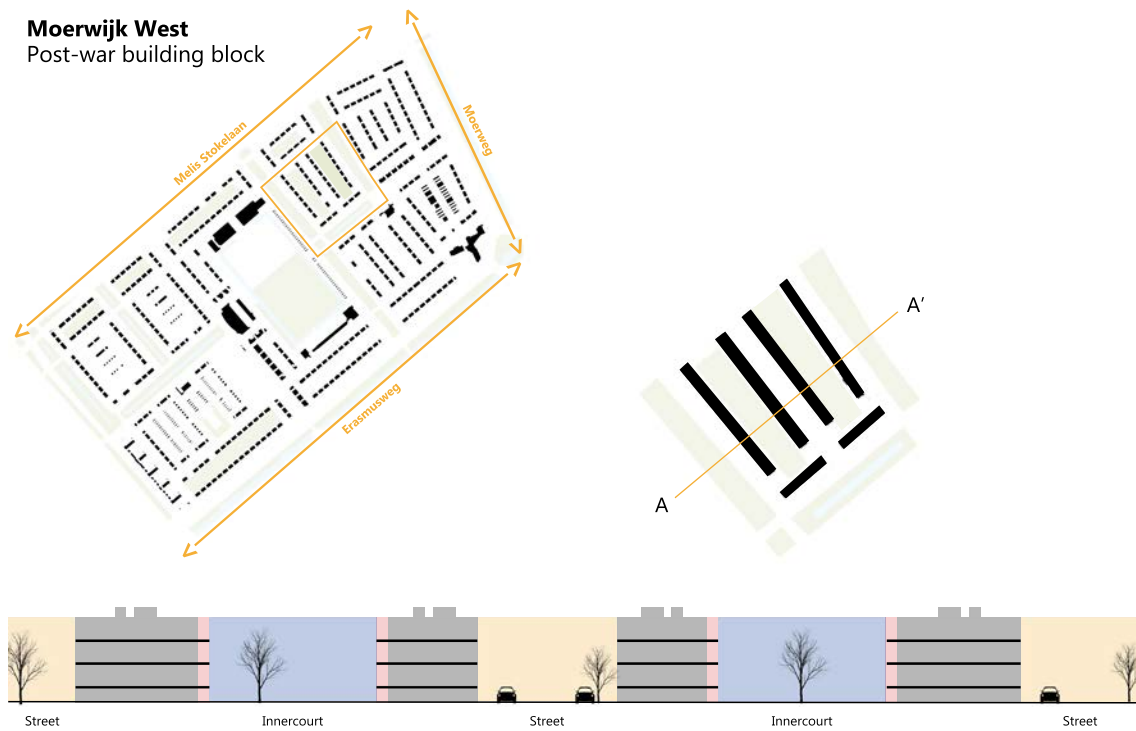


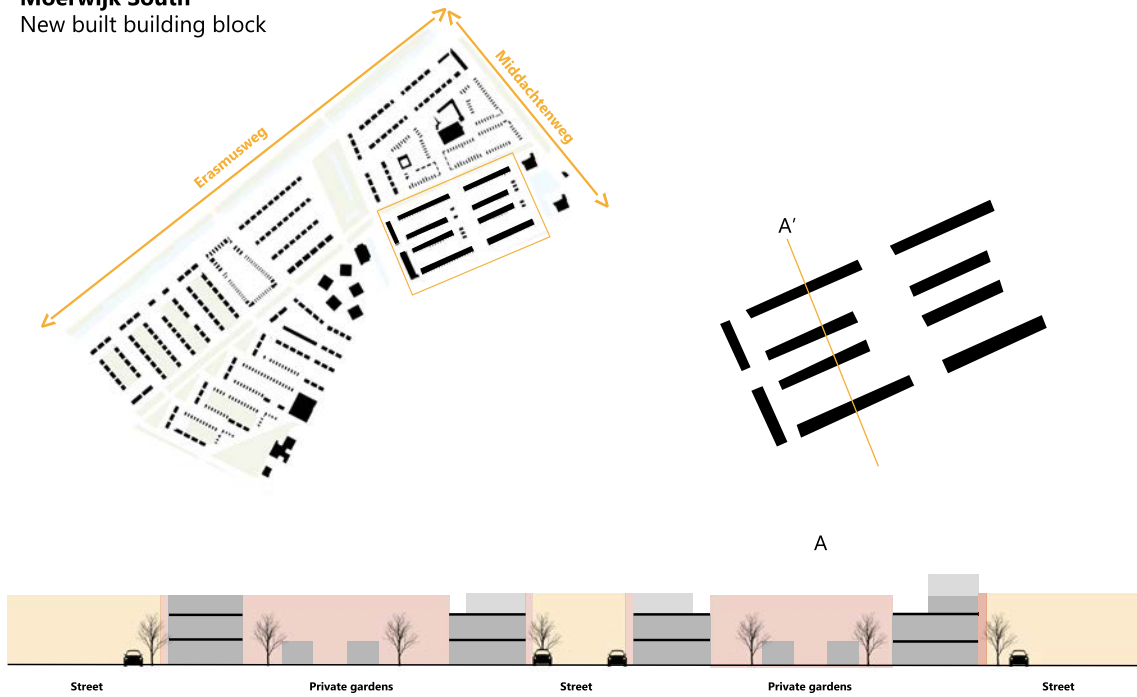
Figure 2.27-2.28 Two representative building blocks in Moerwijk North and West. Source: Made by author

Public ■
Communal ■
Private ■

2 Spatial analysis

Moerwijk South

New built building block



Moerwijk East

Heeswijkplein

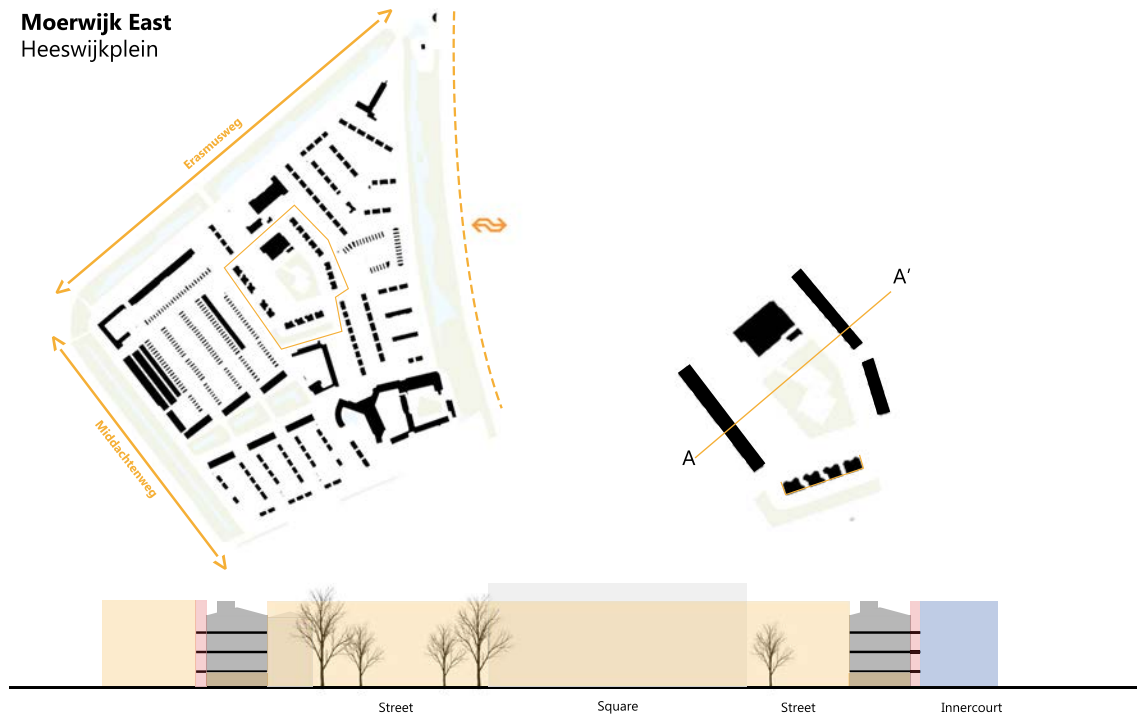


Figure 2.29-2.30 Two representative building blocks in Moerwijk south and east. Source: Made by author

- Public
- Communal
- Private

2 Spatial analysis

2.1.7 Synthesis

By doing these first spatial analyses, a clear overall picture of what kind of neighborhood Moerwijk is has been created. The different layers have been brought together in several synthesis maps. The additional layer in these maps is the analysis of different density values: GSI, FSI, OSR, Layer, and MXI. These analyses can be found in the appendix and the different density values are explained in the theory part of the report. All these values are calculated on the building block level by 'Planbureau voor de leefomgeving' (2019) The aim was to search for an area of focus/interest in Moerwijk. In the field of built density, places, where the OSR (Open Space Ratio) was the highest, are highlighted. Furthermore, the MXI (Mixed Use Index) was an important indicator for the share of living on building block scale. The building blocks with the lowest share of living are highlighted in the synthesis maps. These highlighted areas (OSR and MXI) are combined with the main structure of the neighborhood and the commercial areas. These layers together form the area of interest along one of the main roads: Erasmusweg. The concentration of commercial functions, the low density, the located inner courts, and the connectivity of this area make this an interesting starting point for more focused research on this part of the neighborhood. The next step will be to continue this kind of analysis through the scales and doing design studies.



Figure 2.31 Highlighting the extreme values respectively: MXI, FSI, GSI, OSR.

2 Spatial analysis

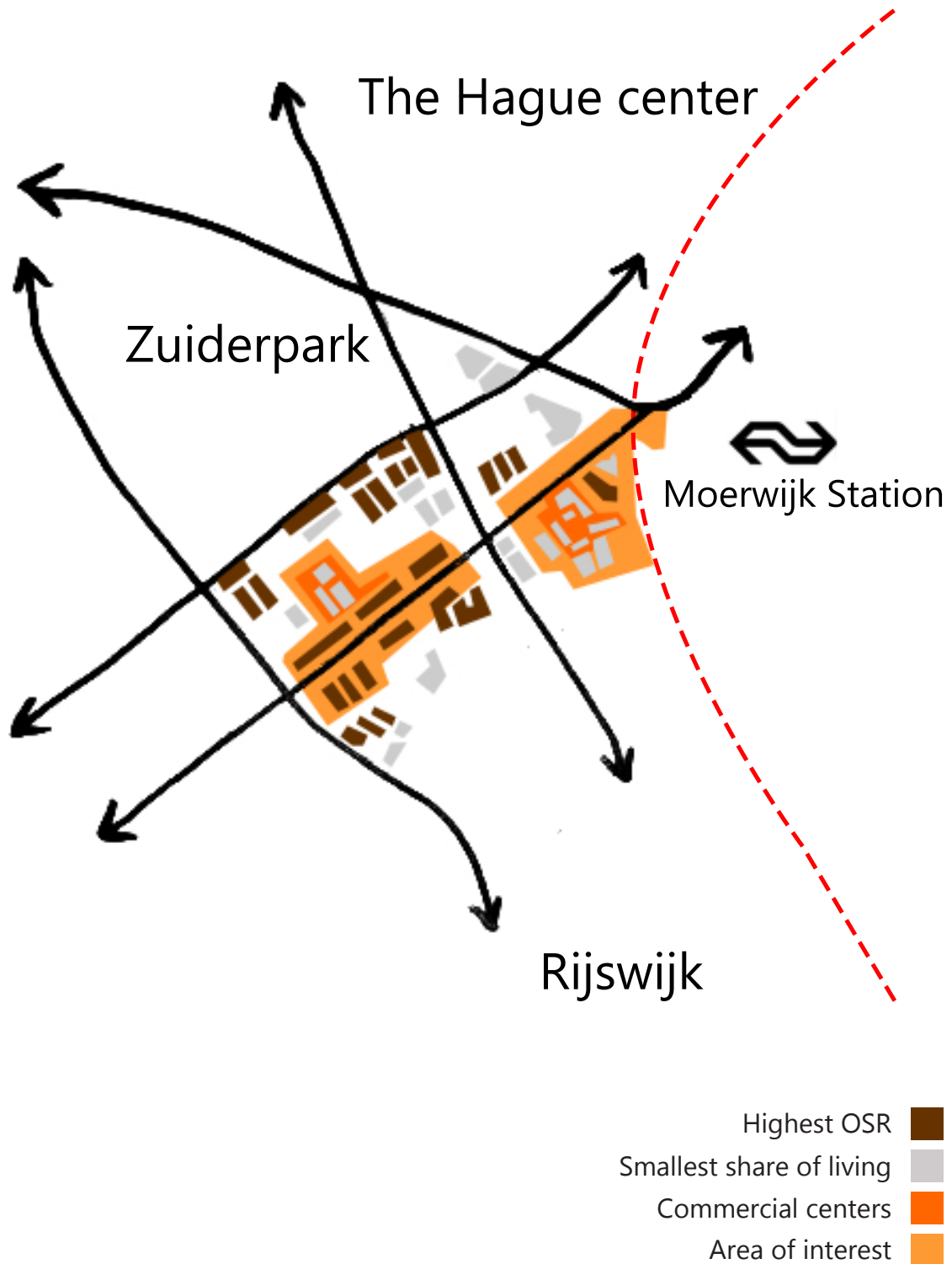


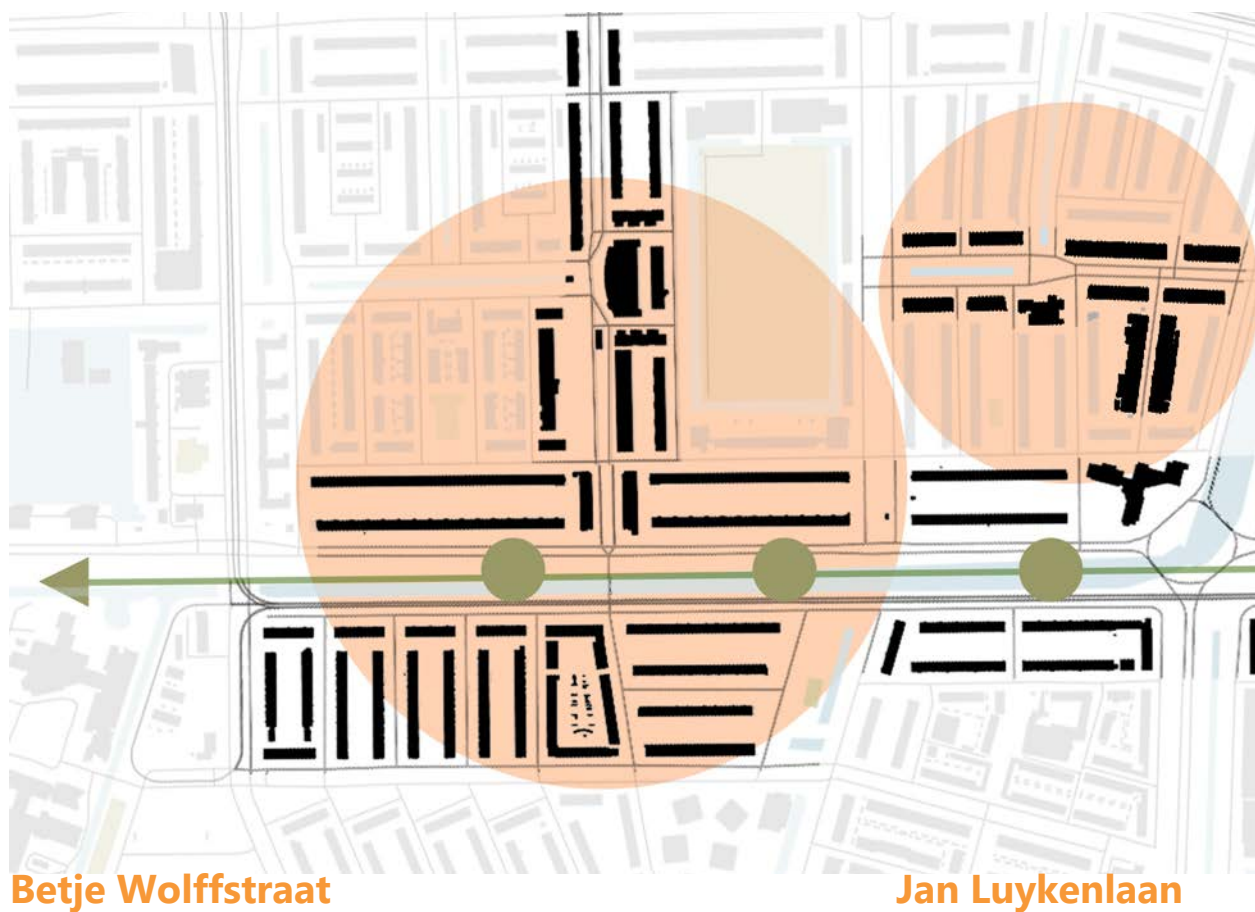
Figure 2.32 Synthesis map as a result of the first spatial analysis of Moerwijk

2 Spatial analysis

2.2 Moerwijk: Crucial locations

Based on the previously shown synthesis, several crucial locations in Moerwijk are highlighted on the map below. All of these neighborhood centralities are located along the Erasmusweg, which makes the Erasmusweg an important axis in the neighborhood and this project. On the edge of the Erasmusweg, Moerwijk station is located. The focus will be, however, on these locations in the more central areas in the different

parts of the neighborhood: Betje Wolffstraat, Heeswijkplein, and Jan Luykenlaan. These local centers contribute on different levels to the neighborhood and its residents. Later on, there will be zoomed in on these locations to see their spatial appearance and functionalities. First, the Erasmusweg itself will be discussed.

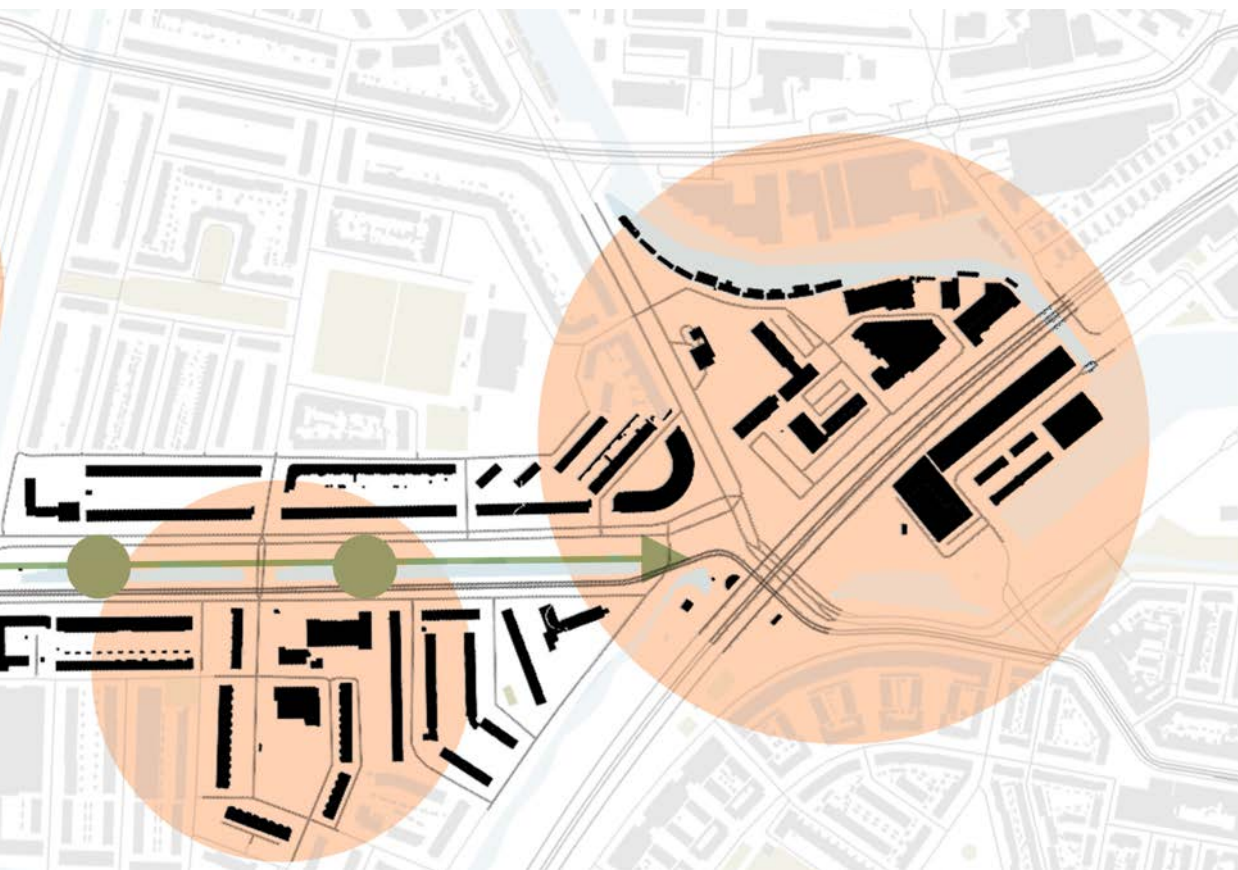


Betje Wolffstraat

Jan Luykenlaan

Figure 2.33 Crucial locations in Moerwijk. Source: made by author

2 Spatial analysis



Heeswijkplein

Moerwijk station

2 Spatial analysis

2.2.1 Erasmusweg

The Erasmusweg is one of the main roads in the Hague, especially in the Hague southwest. It connects the Hague southwest (Bouwlust, Vrederust, and Morgenstond) with the rest of the city. The part located in Moerwijk, is characterized by a very broad profile. The street profile is organized in a spacious way. Most of this space is used for the aforementioned traffic connection

However, in the street profile, there is also room for green space. In the middle of the street profile, a linear green park is located along the road. In addition, an important public transport connection is located along the Erasmusweg, with several reachable tram stops. In the next pages, the spatial characteristics of the Erasmusweg will be illustrated.

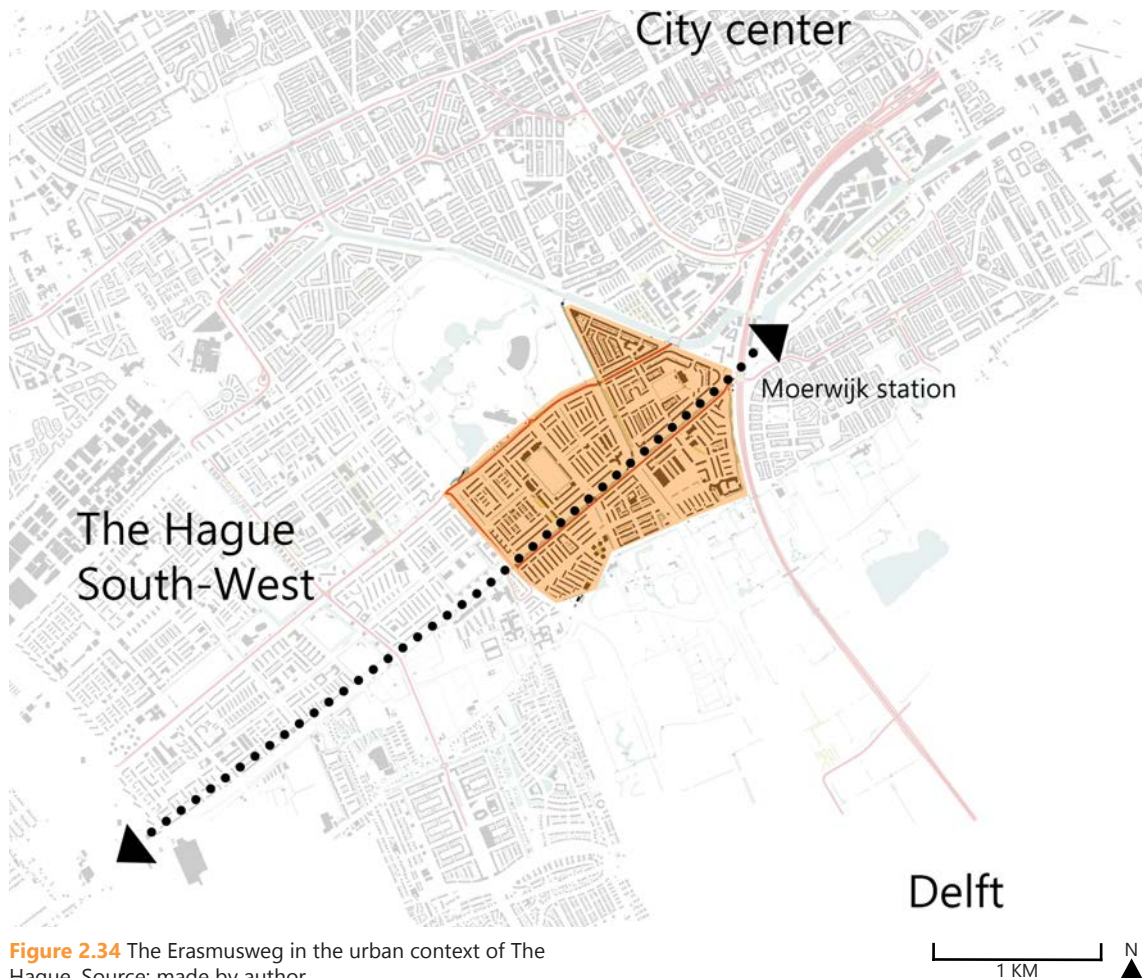


Figure 2.34 The Erasmusweg in the urban context of The Hague. Source: made by author

2 Spatial analysis



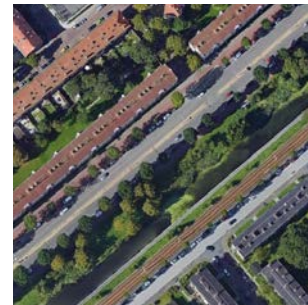
Figure 2.35 & 2.36 Erasmusweg: Axis through Moerwijk



Station Moerwijk



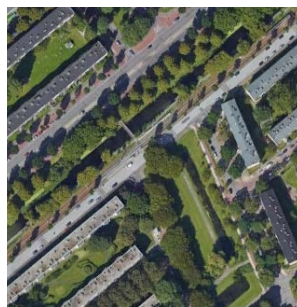
Crossing Erasmusweg and Moerweg



Crossing Erasmusweg and Moerweg



Heeswijkplein



Erasmusweg



Betje Wolffstraat

Figure 2.37 Aerial views of the Erasmusweg. Source: Google Earth

2 Spatial analysis



Figure 2.38 Erasmusweg: Green axis



Figure 2.39 Erasmusweg: Traffic



Figure 2.40 Aerial views of the Erasmusweg. Source: Google Earth

1 KM N

2 Spatial analysis



Figure 2.41 Erasmusweg: Public transport (tram)



Figure 2.42 Erasmusweg: Public transport (tram)



Figure 2.43 Erasmusweg: functions. Source: made by author

2 Spatial analysis



Figure 2.44 Schematic diagram of the degree of publicness. Source made by author

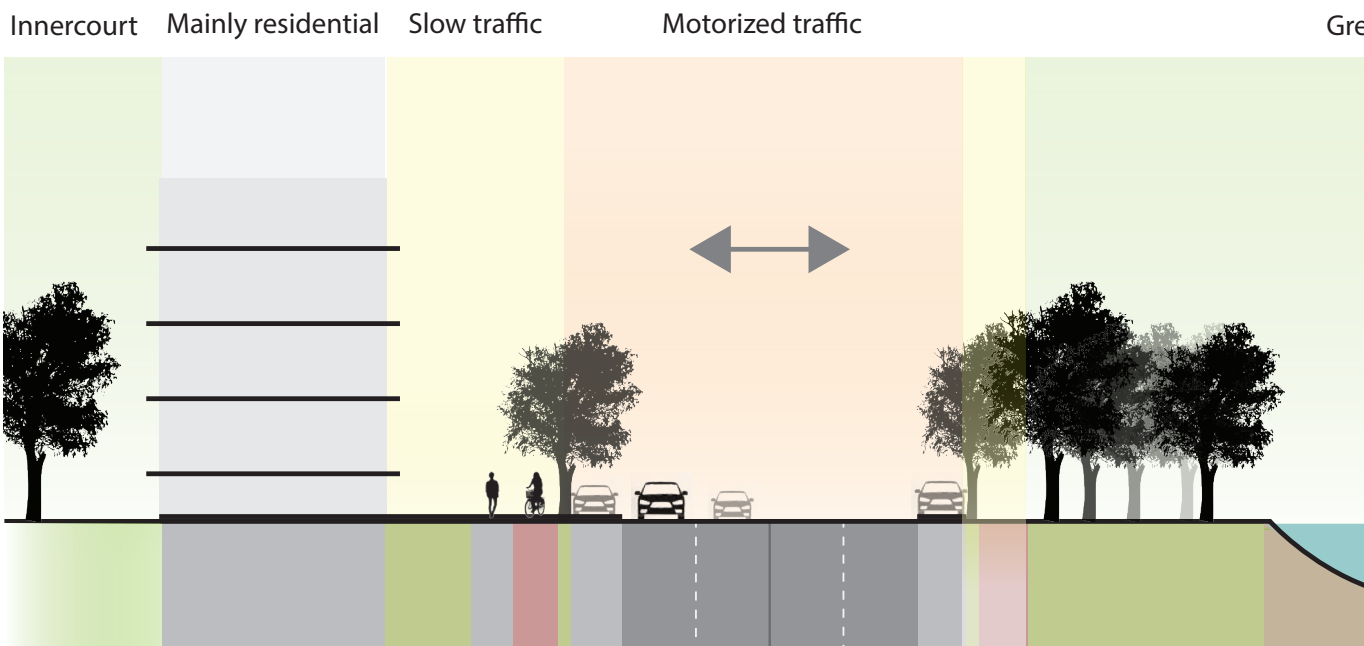


Figure 2.45 Schematic street profile of the Erasmusweg. Source: made by author

2 Spatial analysis

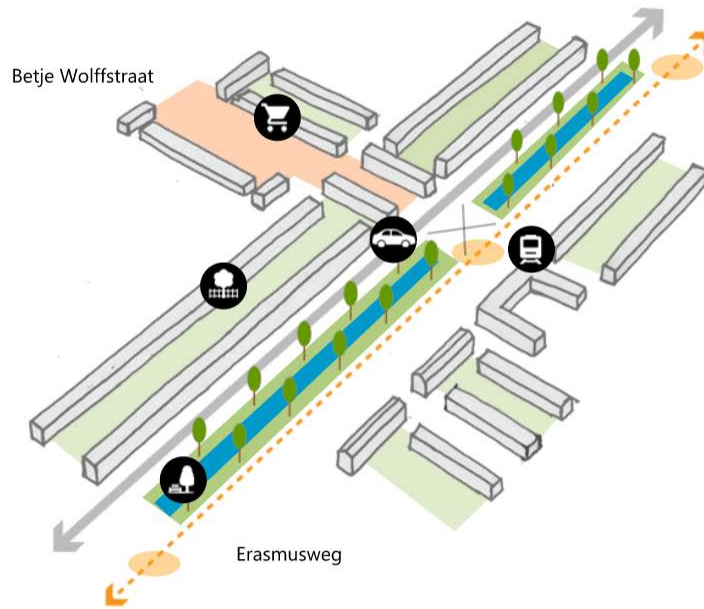
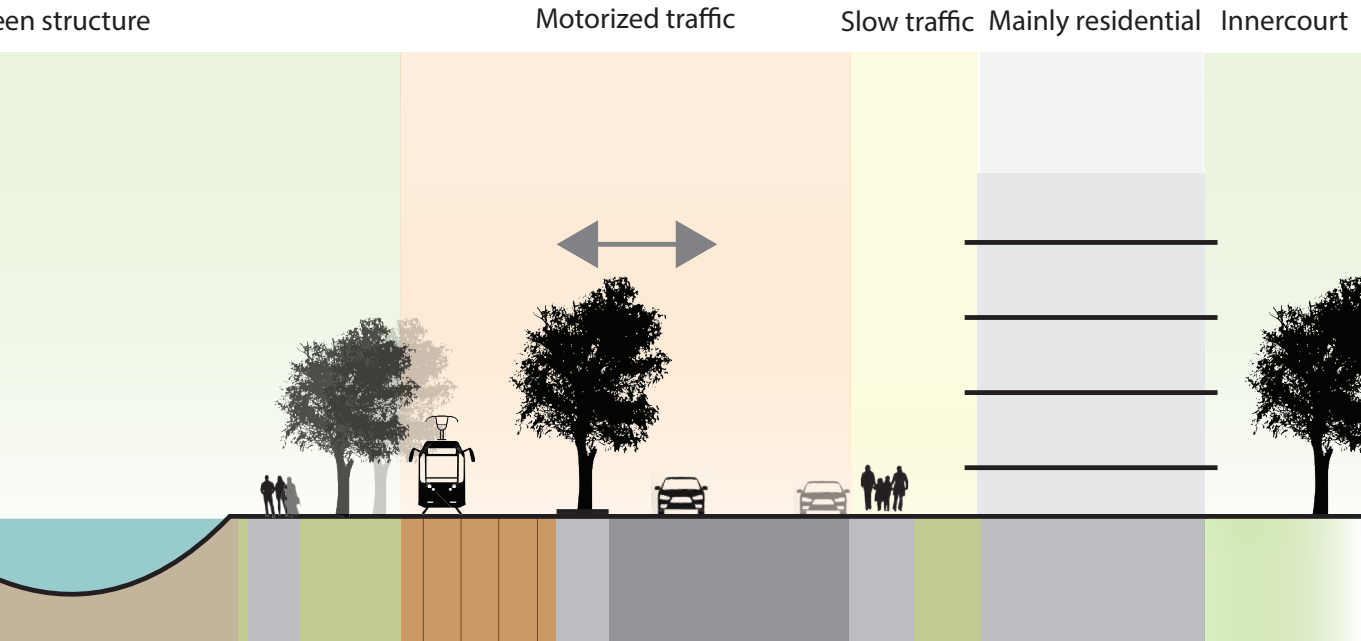


Figure 2.46 Schematic diagram of the current situation.
Source: made by author



2 Spatial analysis

2.2.2 Betje Wolffstraat

Betje Wolffstraat is one of the shopping streets/commercial areas in Moerwijk. The street is characterized by a variety of shopping facilities including a supermarket. Looking at the street profile, it is noticeable that the mid-rise buildings along the street have public plinths. These are mostly located on the side of the street where there is a connection with the Erasmusweg. In addition, what is striking, is the fact that the middle

part of the street profile is reserved for car parking. The street is directly connected with the Erasmusweg, which makes the Betje Wolffstraat centrally located in the neighborhood and also well accessible.

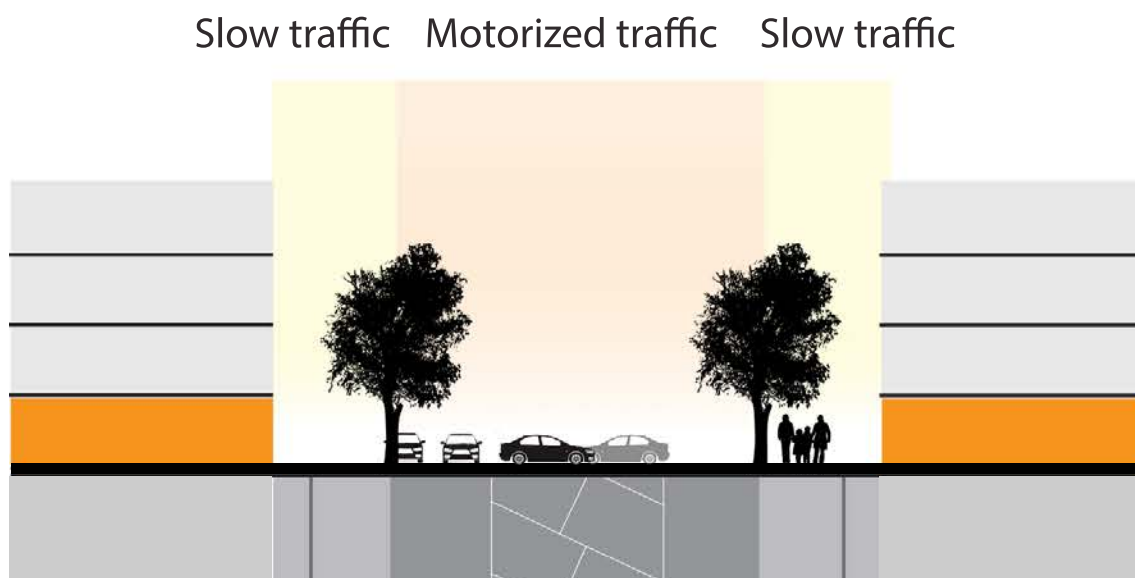


Figure 2.47 Schematic street profile the Betje Wolffstraat.
Source: made by author

2 Spatial analysis



Figure 2.48 Aerial view of Betje Wolffstraat. Source: Google earth



Figure 2.49 Representative building in Betje Wolffstraat. Source: Betje Wolffstraat. (n.d). <http://www.eentien.nl/projecten/betje-wolffstraat-gevelrenovatie/>



Figure 2.50 Bettje Wolffstraat in (year). Source: Betje Wolffstraat 1954. (n.d). Den Haag wiki. <https://www.denhaag.wiki/index.php/nl/straten/389-betje-wolffstraat>



Figure 2.51 Bettje Wolffstraat: functions. Source: made by author

1 KM N

2 Spatial analysis

2.2.3 Jan Luykenlaan

The Jan Luykenlaan is a street in the western part of Moerwijk. Jan Luykenlaan is characterized by almost the same building configuration as the Betje Wolffstraat: mid-rise apartment buildings with public plinths. However, this street is currently more oriented to the neighborhood itself, while the Betje Wolffstraat has a more public character. Looking at the street profile, it is noticeable again that the middle part of the street is reserved for motorized traffic and car parking.

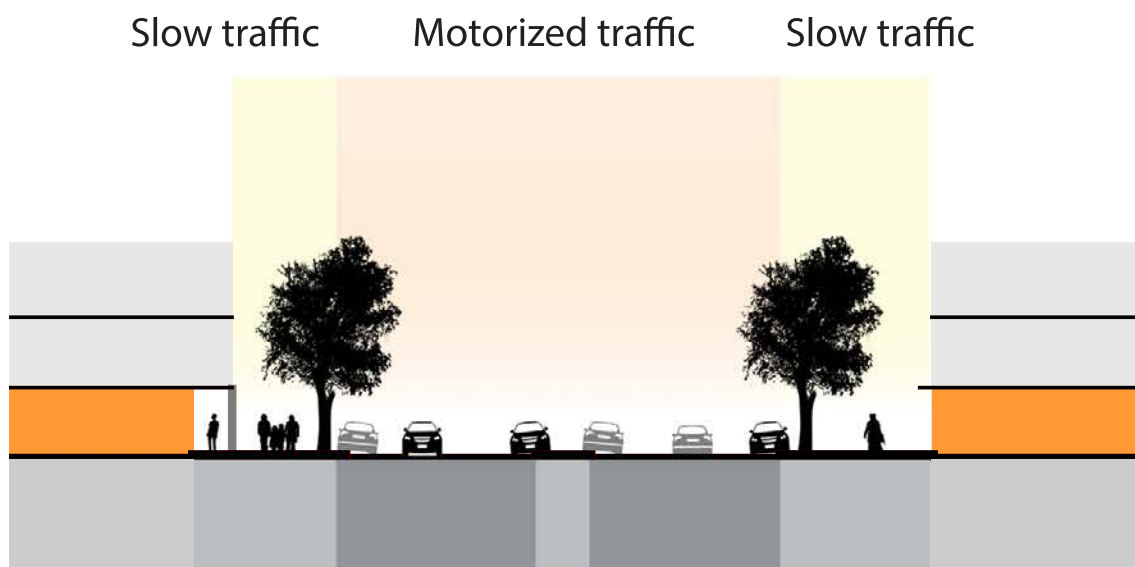


Figure 2.52 Schematic street profile the Jan Luykenlaan.
Source: made by author

2 Spatial analysis



Figure 2.53 Aerial view of Jan Luykenlaan. Source: Google earth



Figure 2.54 Representative building in Jan Luykenlaan. Source: Google maps



Figure 2.55 Jan Luykenlaan in 1950s. Source: Jan Luykenlaan. (n.d). <https://nl.pinterest.com/pin/566609196870452571/>



Figure 2.56 Jan Luykenlaan: functions. Source: made by author

2 Spatial analysis

2.2.4 Heeswijkplein

Heeswijkplein is a different type of place in comparison with the aforementioned Jan Luykenlaan and Betje Wolffstraat. Heeswijkplein is a public square in the eastern part of Moerwijk. Although the type of place is different, the building configuration is similar: public plinths beneath apartments. Looking at the street profile, it strikes that there is a lot of space for pedestrians. However, the functions in the public plinths are not in line with the needs of the neighborhood at the moment. Therefore, this public square has a lot of potentials.

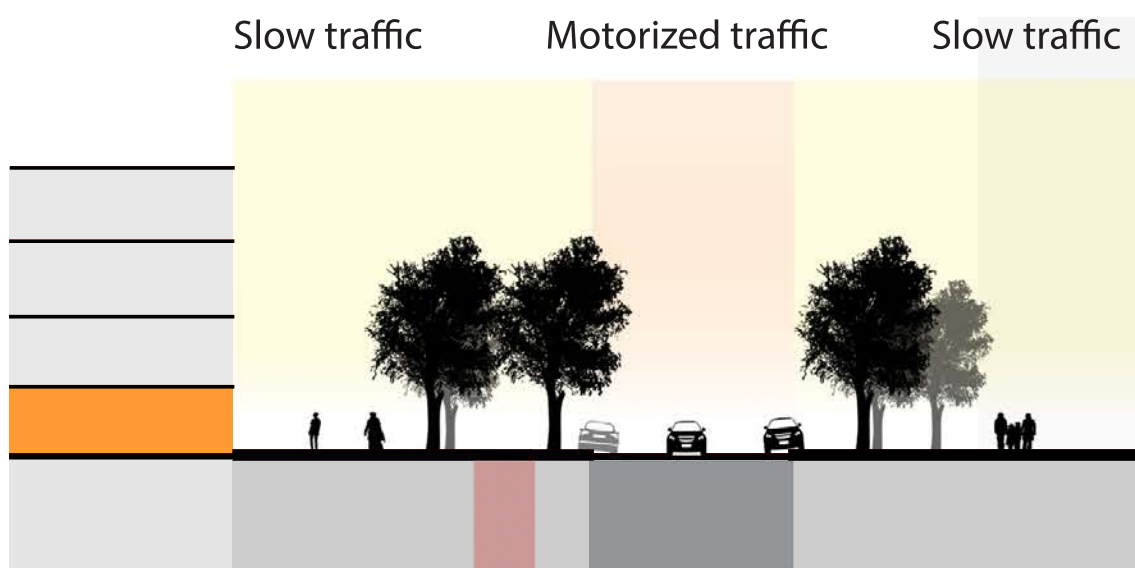


Figure 2.57 Schematic street profile of Heeswijkplein.
Source: made by author

2 Spatial analysis



Figure 2.58 Aerial view of Heeswijkplein Source: Google earth



Figure 2.59 Representative image of Heeswijkplein. Source: Heeswijkplein. (n.d). https://wonenindenhaag.nl/dt_slideshow/moerwijk/wijken-dh-20/



Figure 2.60 Heeswijkplein in (year). Source: Heeswijkplein 1950s. (n.d). <https://indebuurt.nl/denhaag/toenin/fotos-moerwijk~91673/>



Figure 2.61 Heeswijkplein: functions. Source: made by author

1 KM N



Densification

3

3 Densification

3.1 Introduction

After making a spatial analysis, and analyzing the three crucial locations in Moerwijk, a vision can be made about where in Moerwijk should be densified. As mentioned, Bettje Wolffstraat, Heeswijkplein, and Jan Luykenlaan are the areas where the concentration of functions is highest. Therefore, these locations are focus areas for Moerwijk's densification strategy. The vision identifies

the Erasmusweg as an important backbone of Moerwijk, along which the three crucial locations are located. The role of Erasmusweg is further elaborated in the next chapter.

On the next page, ways of densification are shown using diagrams and reference images. These will be referred to later in the design.

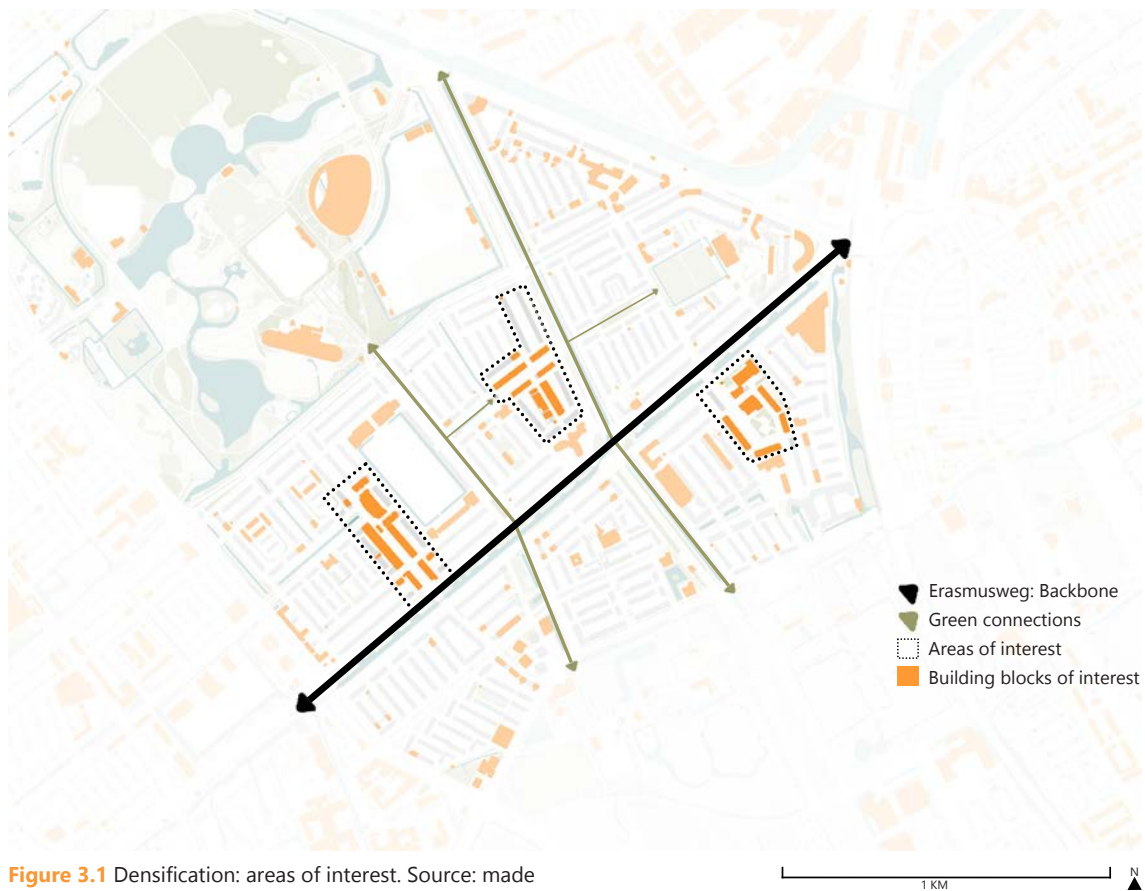


Figure 3.1 Densification: areas of interest. Source: made by author

3 Densification

3.3 Manners of densification



Figure 3.2 Example of increase of existing volume (n.d). Source: <https://www.thegreenvillage.org/project/sum/>



Figure 3.4 Example of infill (z.d). Source: <https://archello.com/nl/news/infill-project-in-brussels-uses-glass-to-create-intriguing-spatial-transitions>

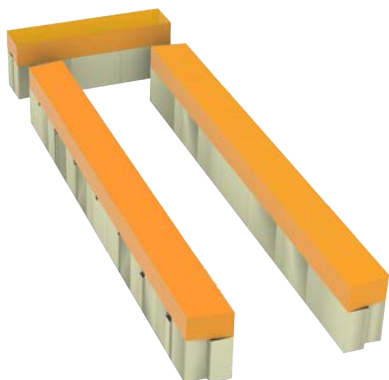


Figure 3.3 Increase of existing volume

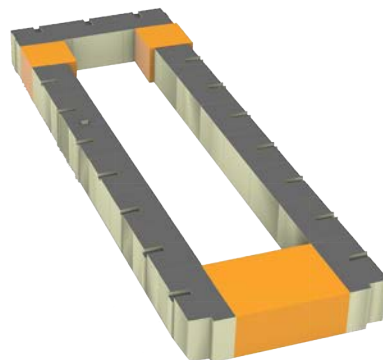


Figure 3.5 Infill

3 Densification



Figure 3.6 Example of addition (n.d). Source: <https://palmhout.nl/cubeportfolio/delft-%C2%AD-poptahof/>



Figure 3.8 Example of replacement (n.d) Source: <https://www.arcadewonen.nl/objecten/westhovenplein/>

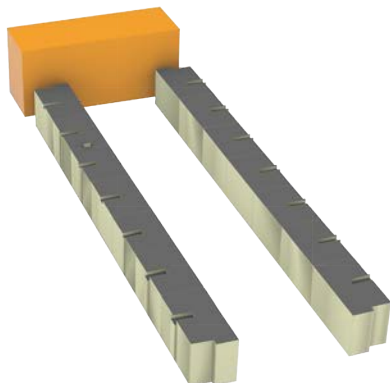


Figure 3.7 Addition

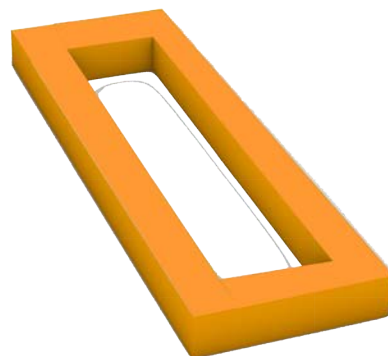


Figure 3.9 Replacement



Scenarios for Moerwijk

4

4 Scenarios for Moerwijk

4.1 Introduction

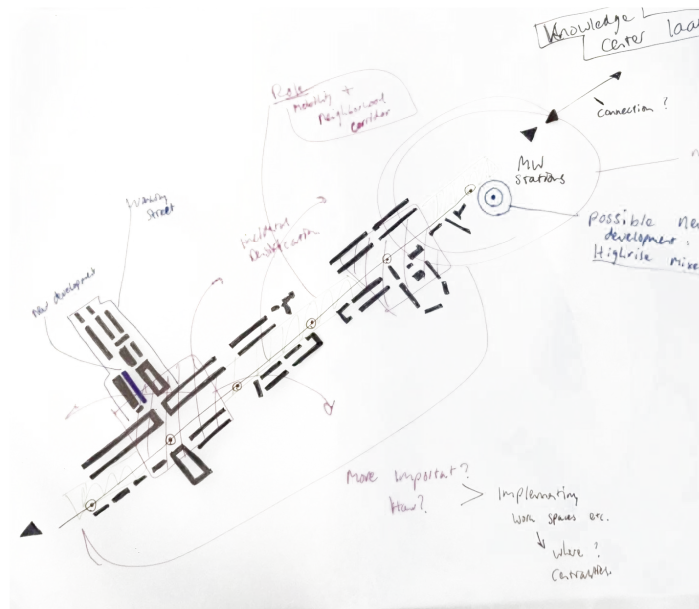
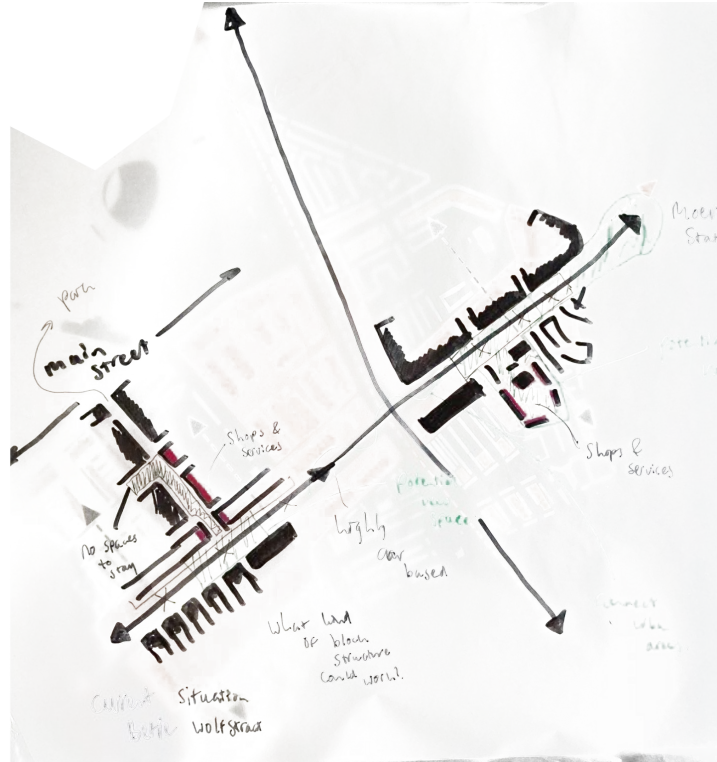
In the spatial analysis chapter, three crucial locations are introduced and analyzed. In this chapter, one of these locations will be discussed more in-depth: Erasmusweg. This will be done by doing research by design. The purpose of this chapter is to show what could be possible with the Erasmusweg in different scenarios. In each scenario, the Erasmusweg will have another role

toward both the city of the Hague and Moerwijk. This chapter uses street profiles to illustrate the qualities of each scenario. On the next page, several diagrams are shown to introduce these scenarios. In each scenario, themes of densification and public space are shown differently, based on the role assumed by the Erasmusweg. This will be addressed later.



Figure 4.1 Illustrative photo. Erasmusweg 1954. Source: Collectie haags gemeentearchief

4 Scenarios for Moerwijk



4 Scenarios for Moerwijk

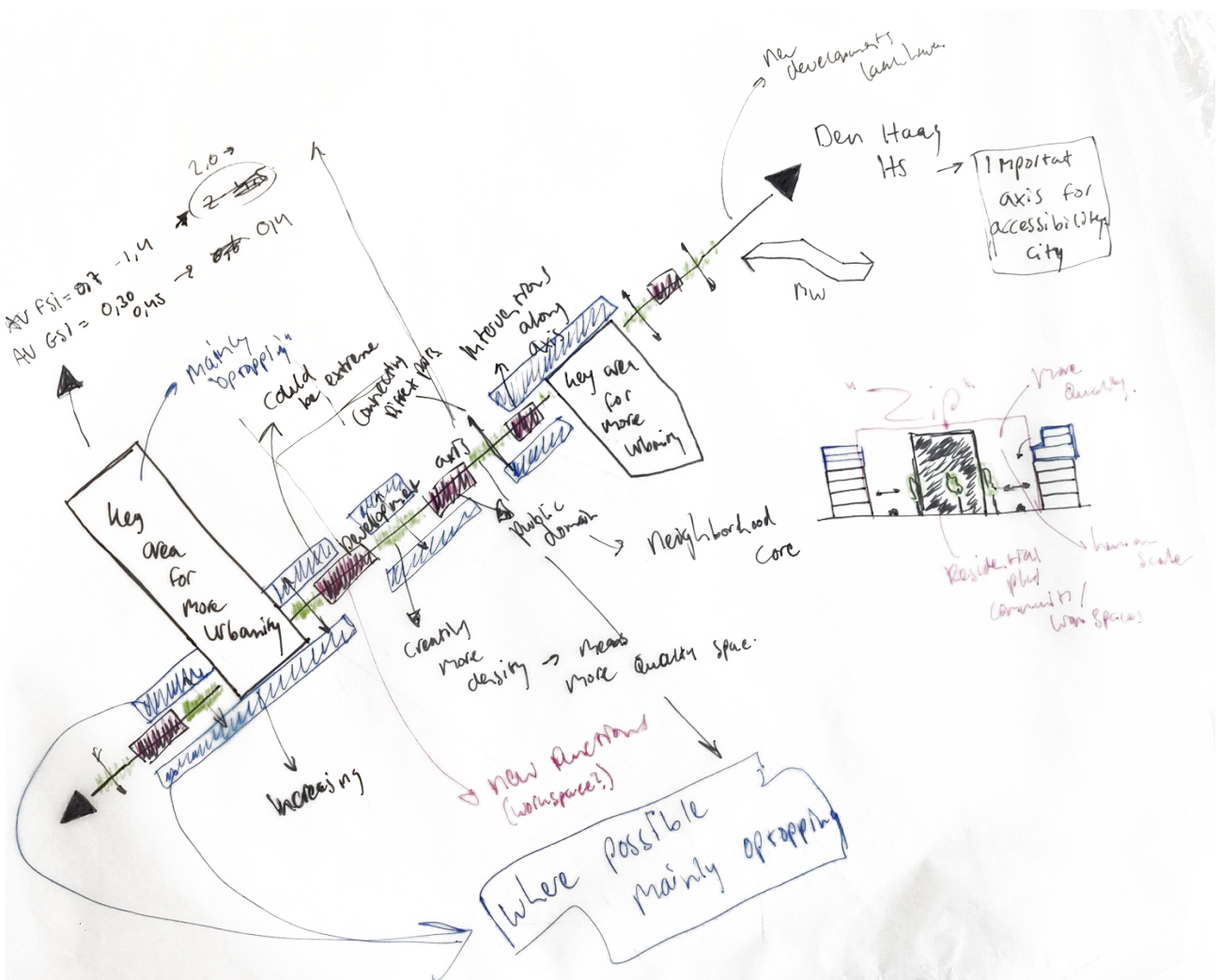


Figure 4.2 Series of sketches regarding the role of the Erasmusweg

4 Scenarios for Moerwijk

4.2 Scenarios

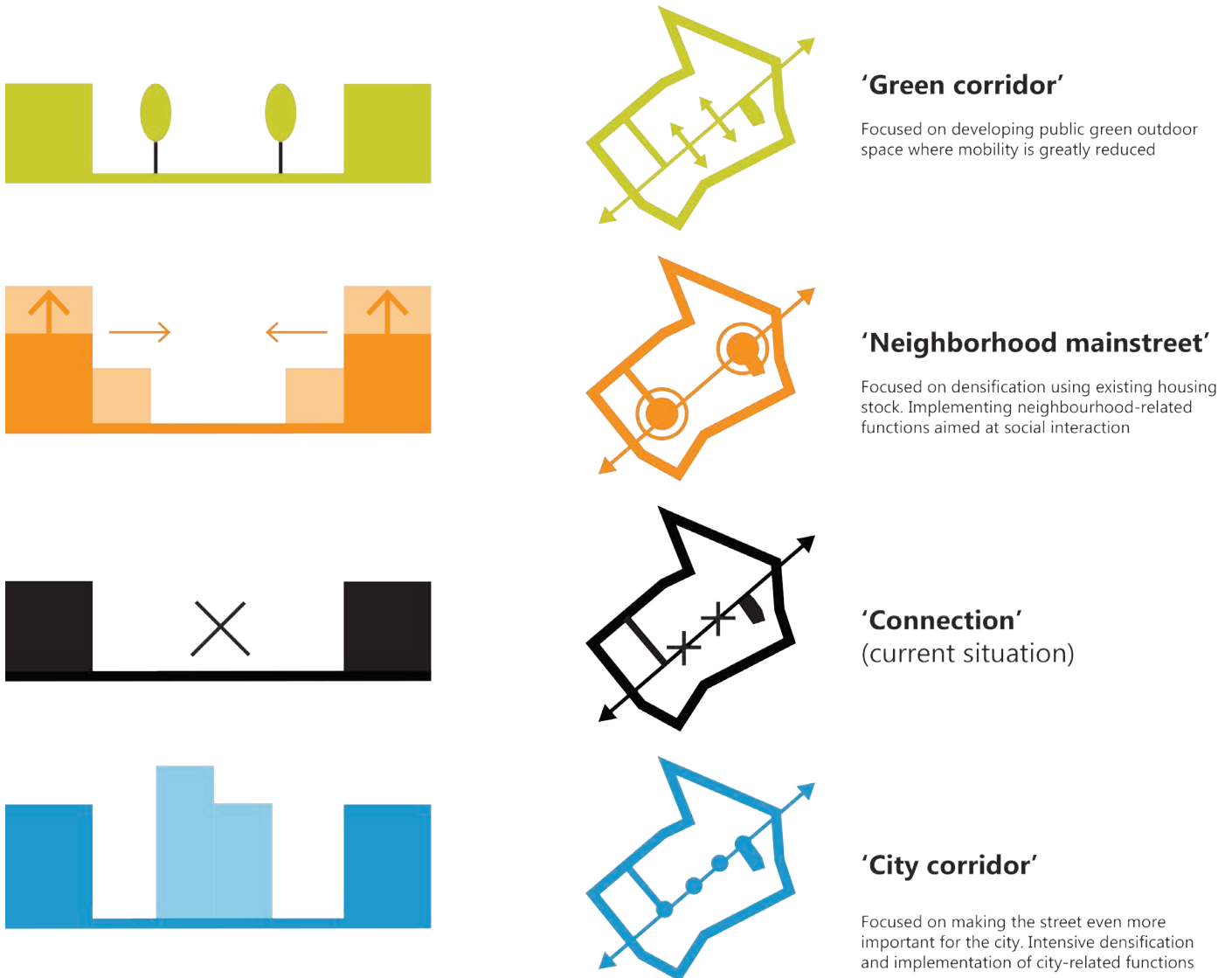


Figure 4.3 Schematic overview of the different scenarios for the Erasmusweg. Source made by author

4 Scenarios for Moerwijk

Green corridor



Neighborhood mainstreet



City corridor

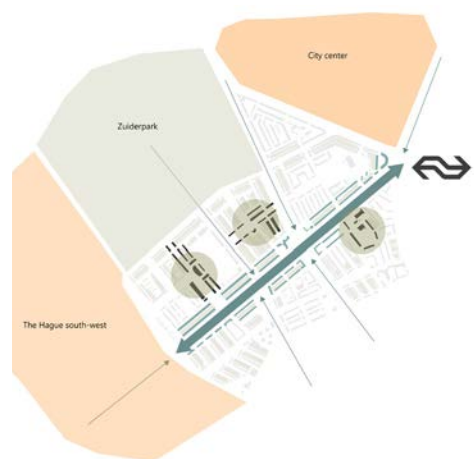


Figure 4.4 Different roles of the Erasmusweg on neighborhood level. Source: Made by author

4 Scenarios for Moerwijk

4.3.1 Erasmusweg: Current situation

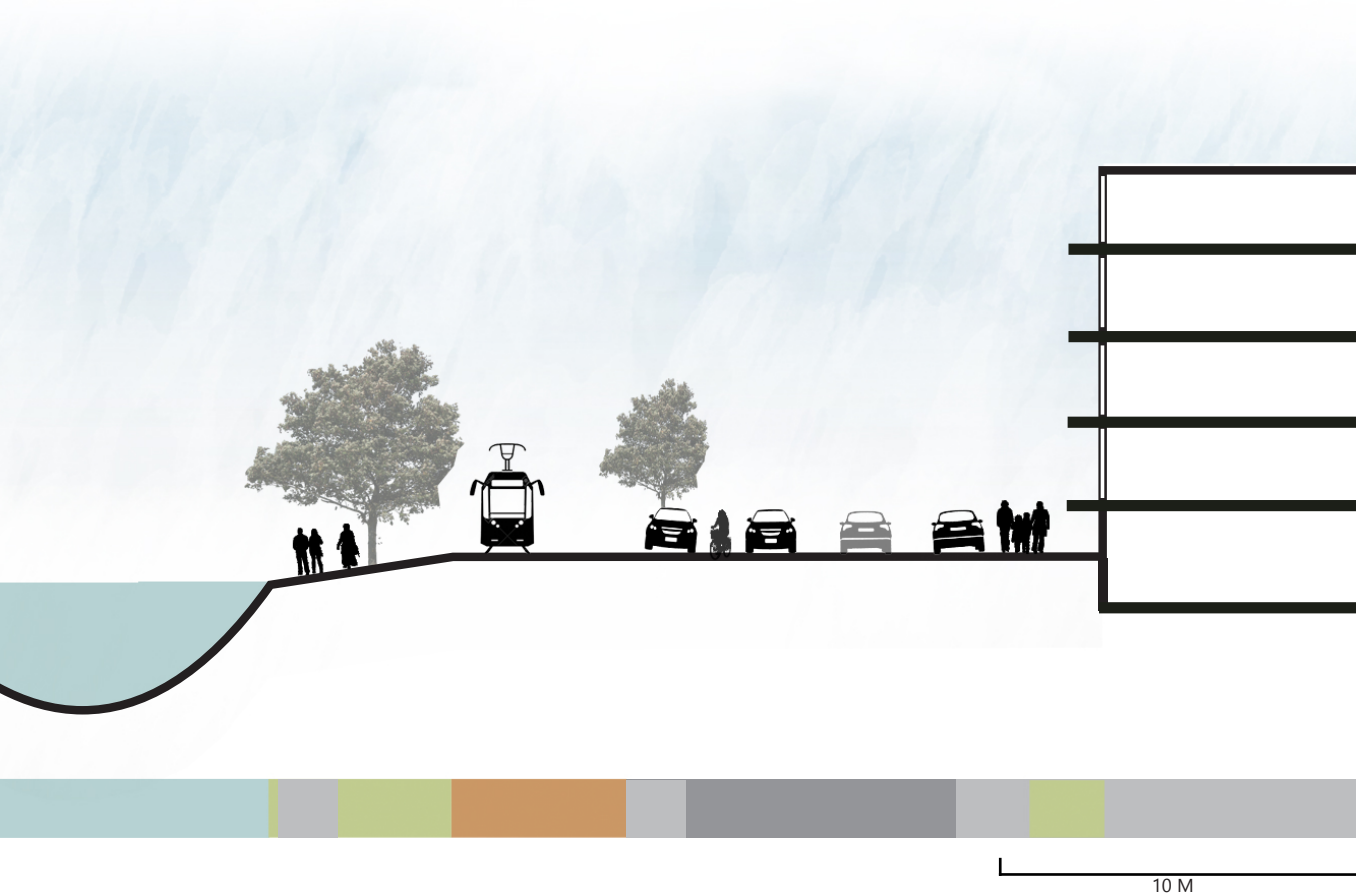
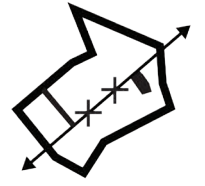
As mentioned before, the Erasmusweg is the most centrally located road in Moerwijk. The Erasmusweg is currently an important connection between the Hague southwest and the rest of the Hague. Looking at the neighborhood scale, the Erasmusweg is forming a spatial barrier between different parts of the neighborhood. The Erasmusweg is currently dominated by motorized

traffic, which makes that there is a lot of space reserved for cars. In addition, there is a lack of safe crossings along the Erasmusweg. However, the Erasmusweg has several potentials, which are illustrated in the scenarios.

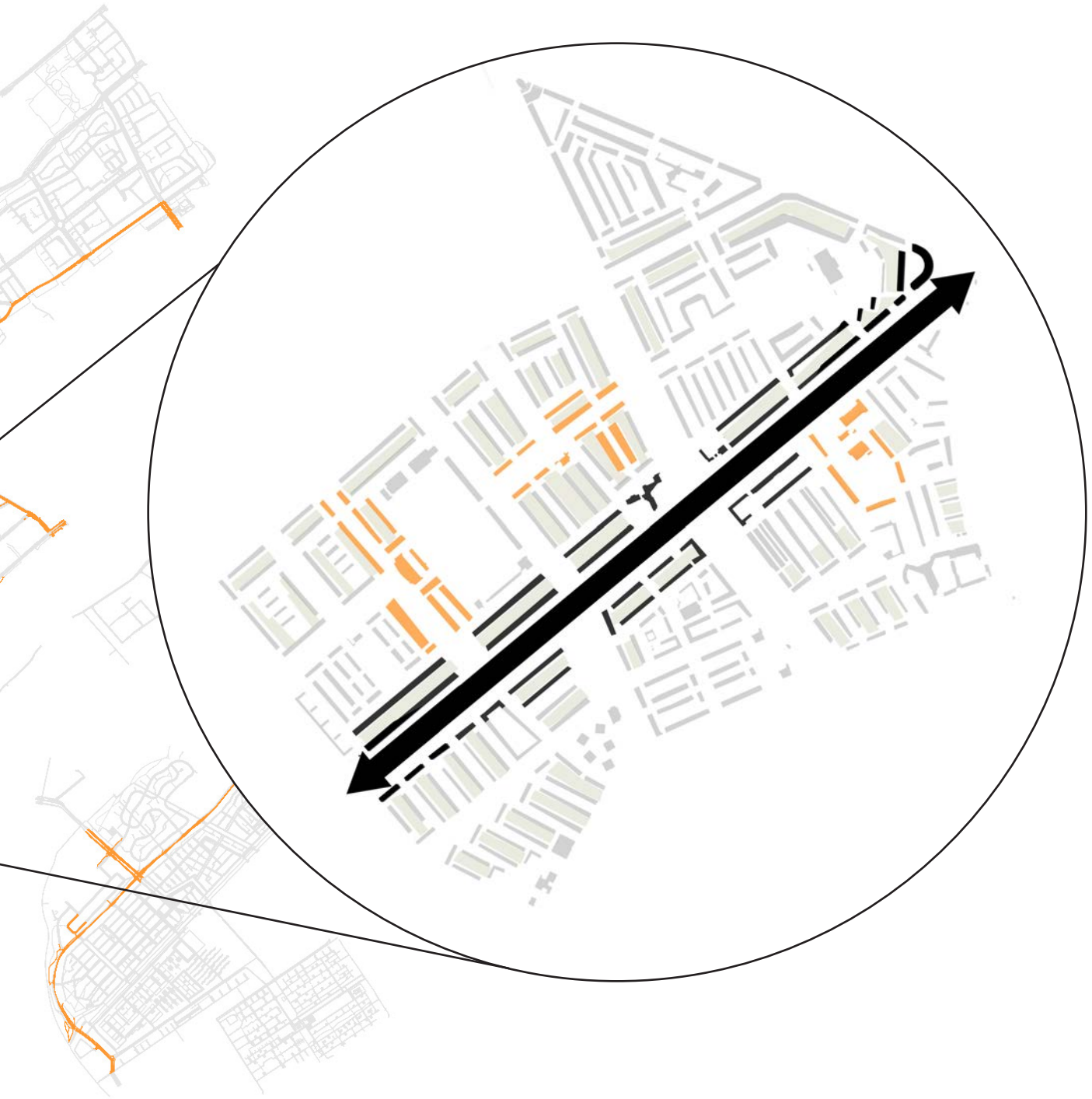
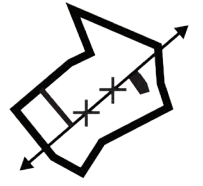


Figure 4.5 Section 'Current situation'. Source: made by author

4 Scenarios for Moerwijk



4 Scenarios for Moerwijk



4 Scenarios for Moerwijk

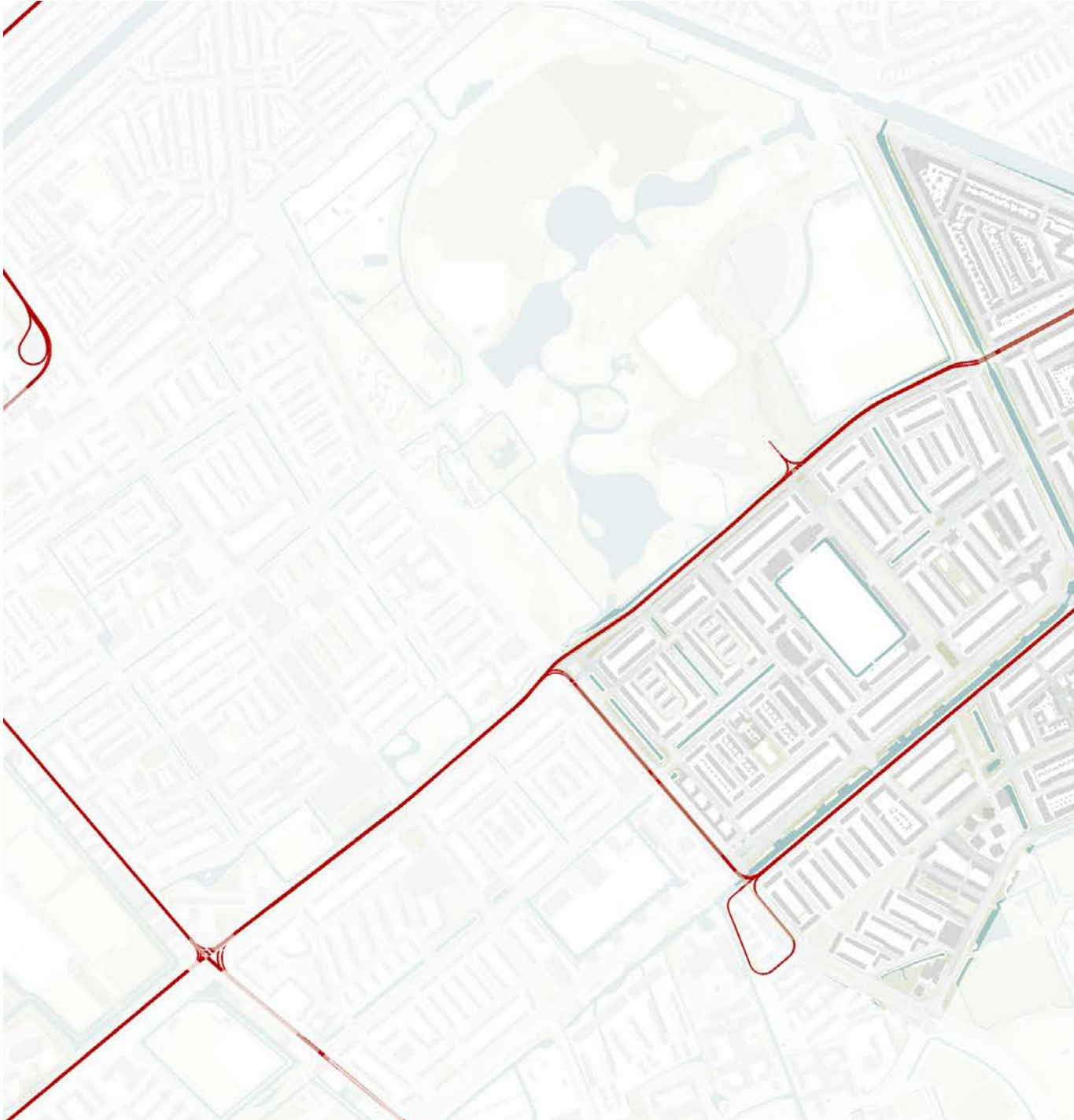
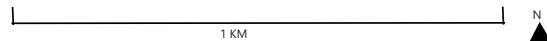
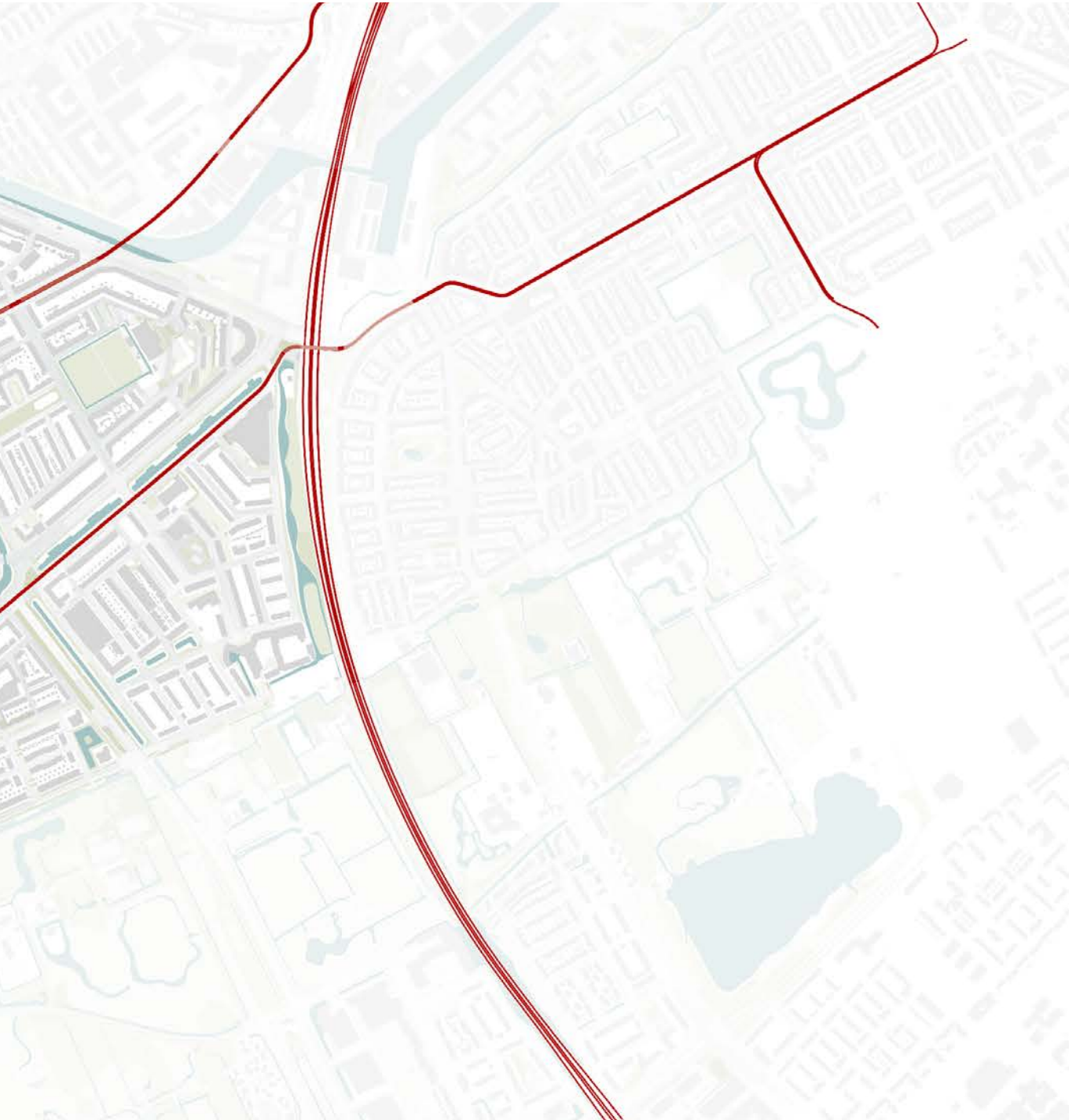
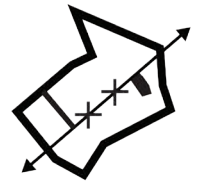


Figure 4.7 Erasmusweg current situation. Source: made by author

4 Scenarios for Moerwijk



4 Scenarios for Moerwijk

4.3.2 Erasmusweg: Green corridor

The green corridor scenario is characterized by strengthening the existing green structure. In this scenario, the space for motorized traffic will be significantly reduced. Currently, two sides of the Erasmusweg facilitate motorized traffic and in the green corridor scenario, this will be only one side. This means that space that becomes available, can be arranged as a sequence of quality

public spaces along the Erasmusweg, and also as a green connector for the hinterland of the neighborhood. In this scenario, the focus will be on renovating and transforming existing housing types. Densification will take place by transforming these existing blocks. As shown on the section below, where possible, volumes will be added on the top of buildings and along the street



Figure 4.8 Section 'Green corridor'. Source: made by author

4 Scenarios for Moerwijk



This will ensure new living space on top, and possible workspaces down the street. As mentioned before, the room that will be freed up by decreasing motorized traffic will be arranged for pedestrians and cyclists. New quality spaces like sportsfields, waterfront spaces, walking and bicycle routes will be implemented along the boulevard. bicycle routes will be implemented.

In addition, the lack of connections between different parts of the neighborhoods will be resolved by designing connections between and within different parts of the neighborhood. At last, urban linear green spaces help improve biodiversity and the urban climate (Heidt & Neef, 2008), which makes the Erasmusweg in this scenario, important for the Hague's green network



4 Scenarios for Moerwijk

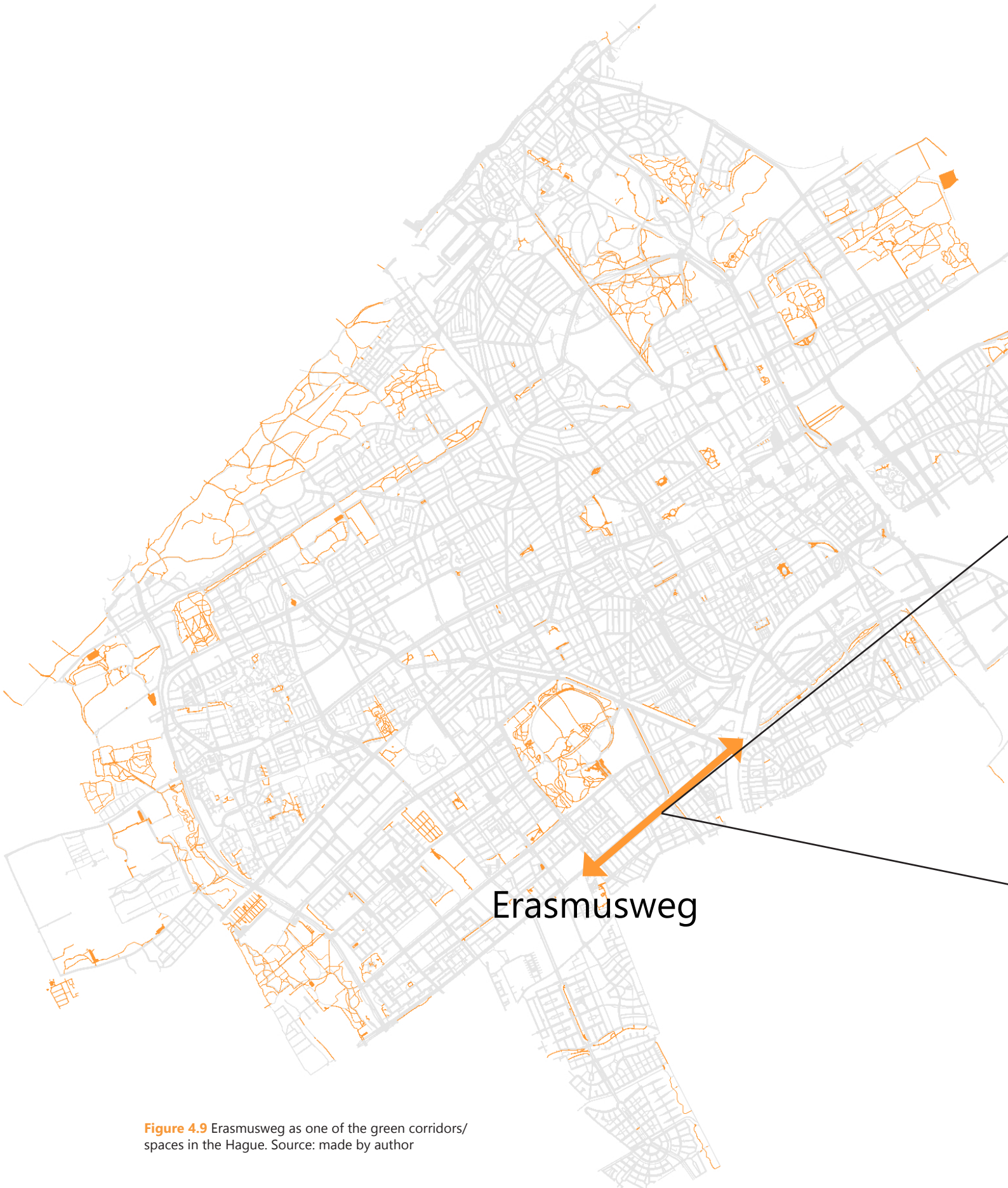
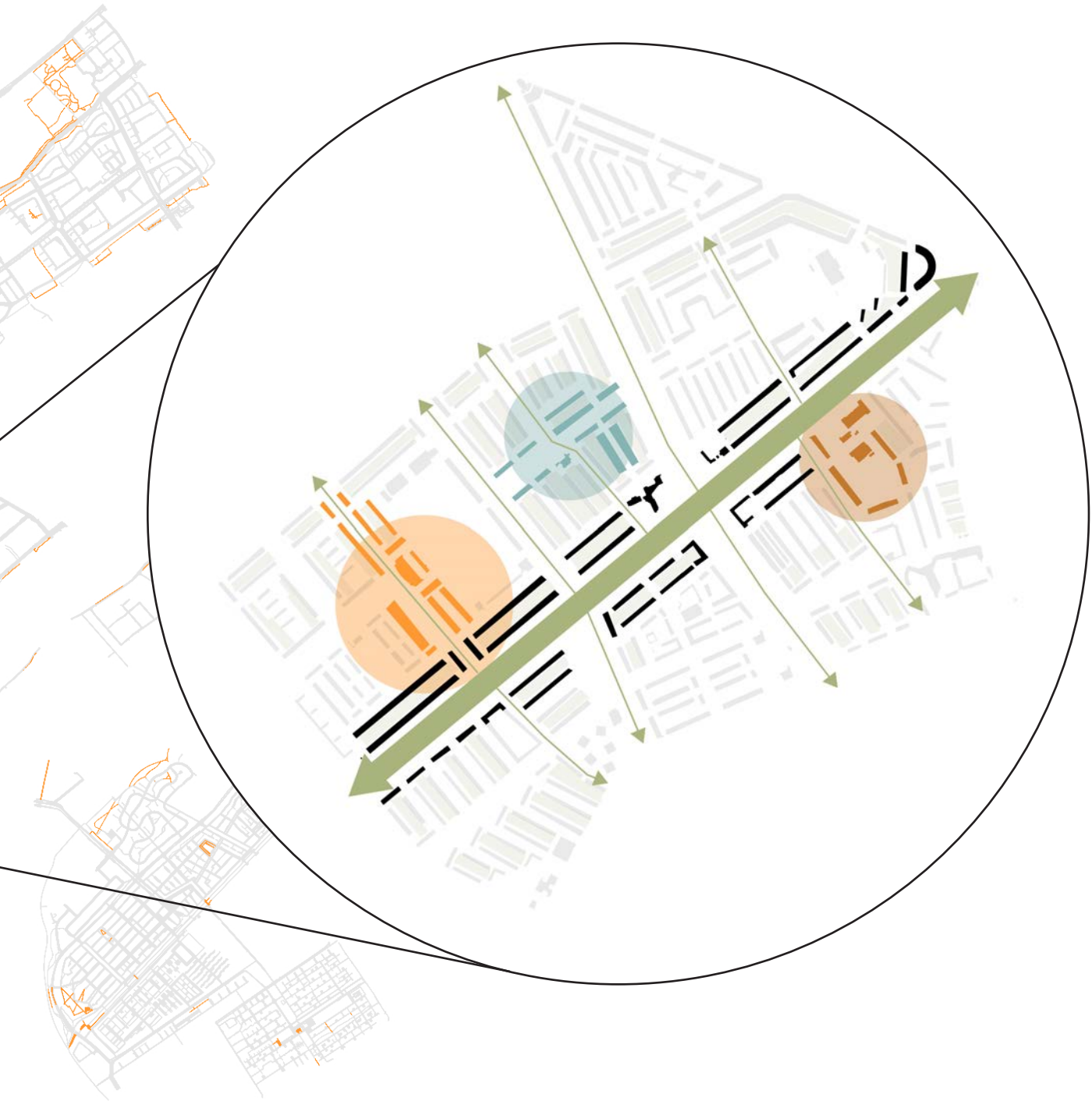


Figure 4.9 Erasmusweg as one of the green corridors/spaces in the Hague. Source: made by author

4 Scenarios for Moerwijk

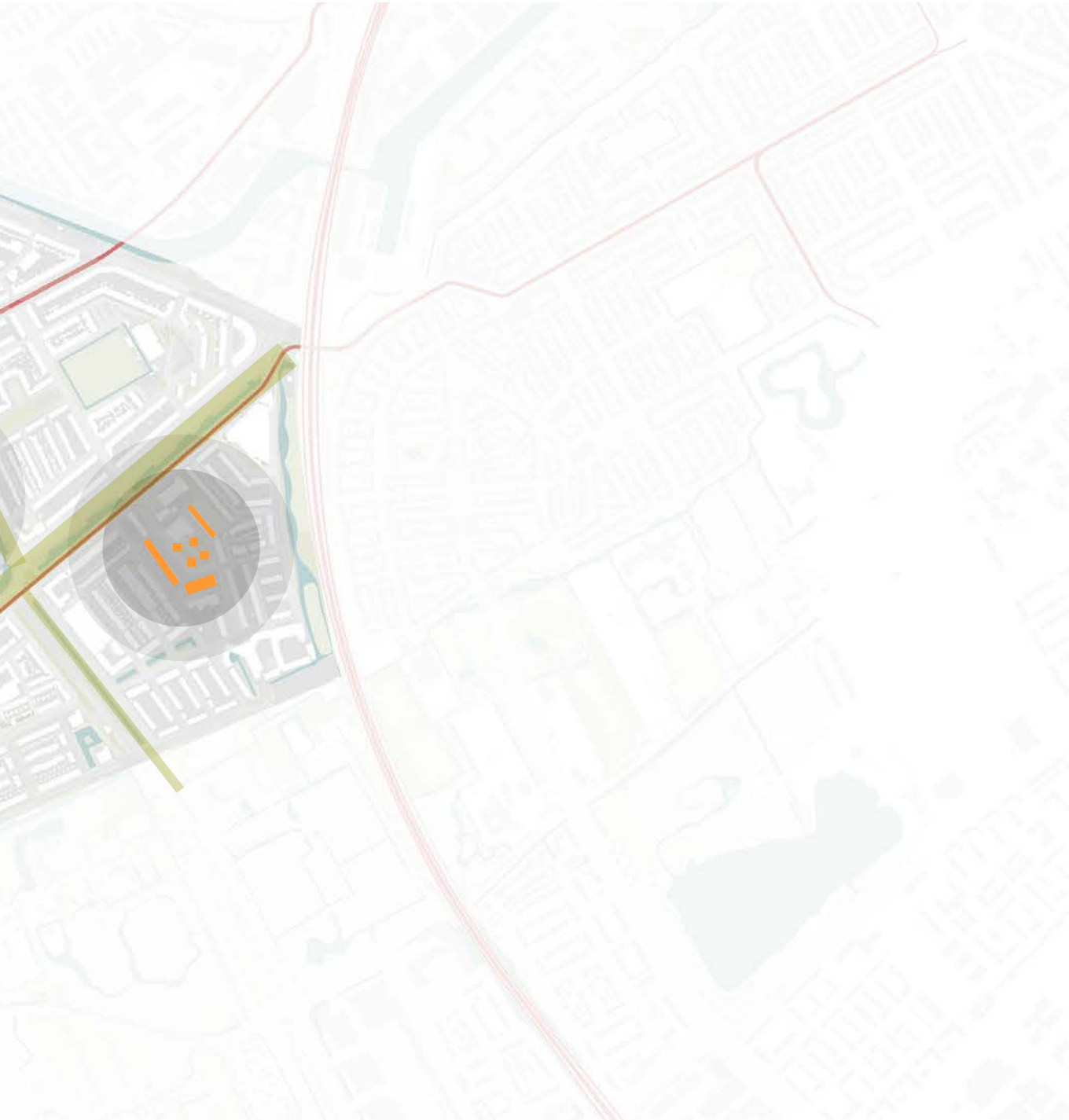


4 Scenarios for Moerwijk



Figure 4.10 Erasmusweg, densification strategy in the green corridor scenario. Source made by author

4 Scenarios for Moerwijk



4 Scenarios for Moerwijk

4.3.3 Erasmusweg: Neighborhood main street

The neighborhood main street scenario is characterized by implementing neighborhood functions in the new design for the Erasmusweg. Like the green corridor scenario, reducing the space for cars will ensure that there is room to give space back to the neighborhood. In the street profile of the Erasmusweg, the main road with 4 lanes will be reduced to 2 lanes. The densification

strategy in the main street scenario is a mix of transforming existing buildings and placing new volumes in the vacant space along the street. Especially around the current commercial centers located along the Erasmusweg (Betje Solfatara and Heeswijkplein). As shown in the section below, the profile will be redesigned to give pedestrians more space along the Erasmusweg and to

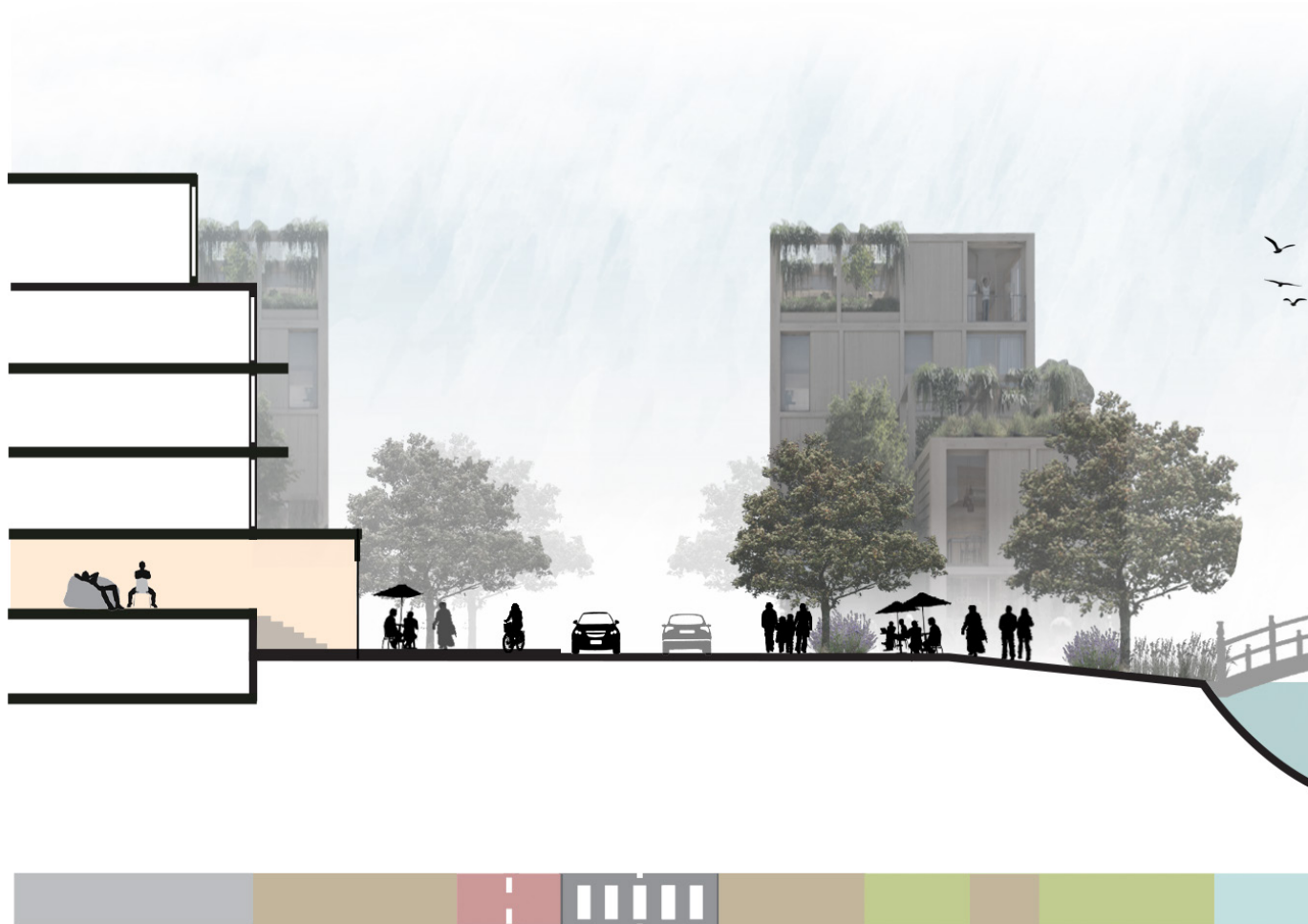


Figure 4.11 Section 'Neighborhood main street'. Source: made by author

4 Scenarios for Moerwijk



create new quality public spaces between new volumes. In addition, a new connection can be made to change the Erasmusweg from a barrier to a connector. Important is that the functions that will be implemented are in line with the needs of residents. For example, the focus can be on work and study spaces, third places, and shops for everyday groceries. The neighborhood main

street scenario is the solution that is in between the green corridor and the city corridor. Important is that the focus is on giving the neighborhood a new centrality.



4 Scenarios for Moerwijk

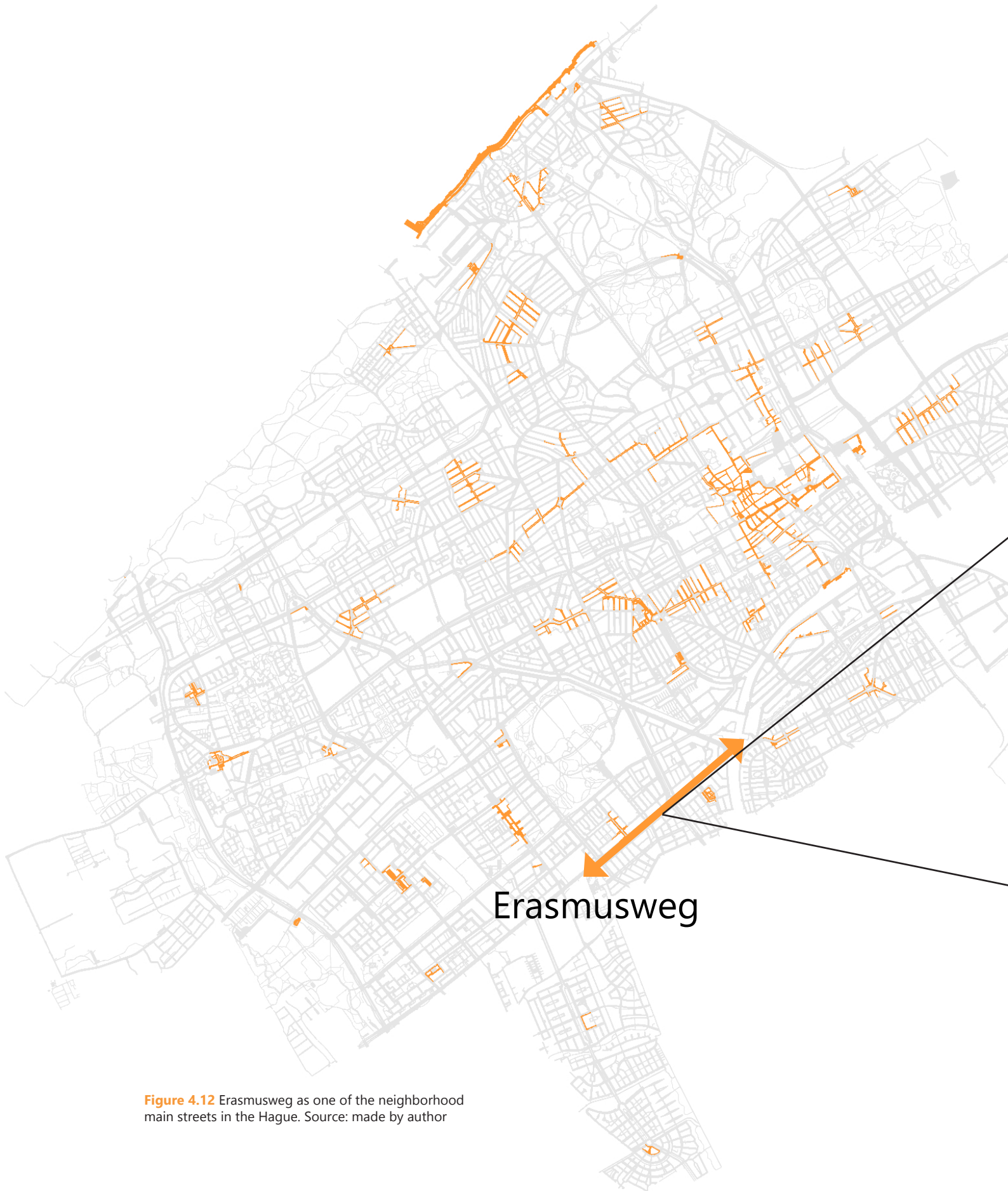
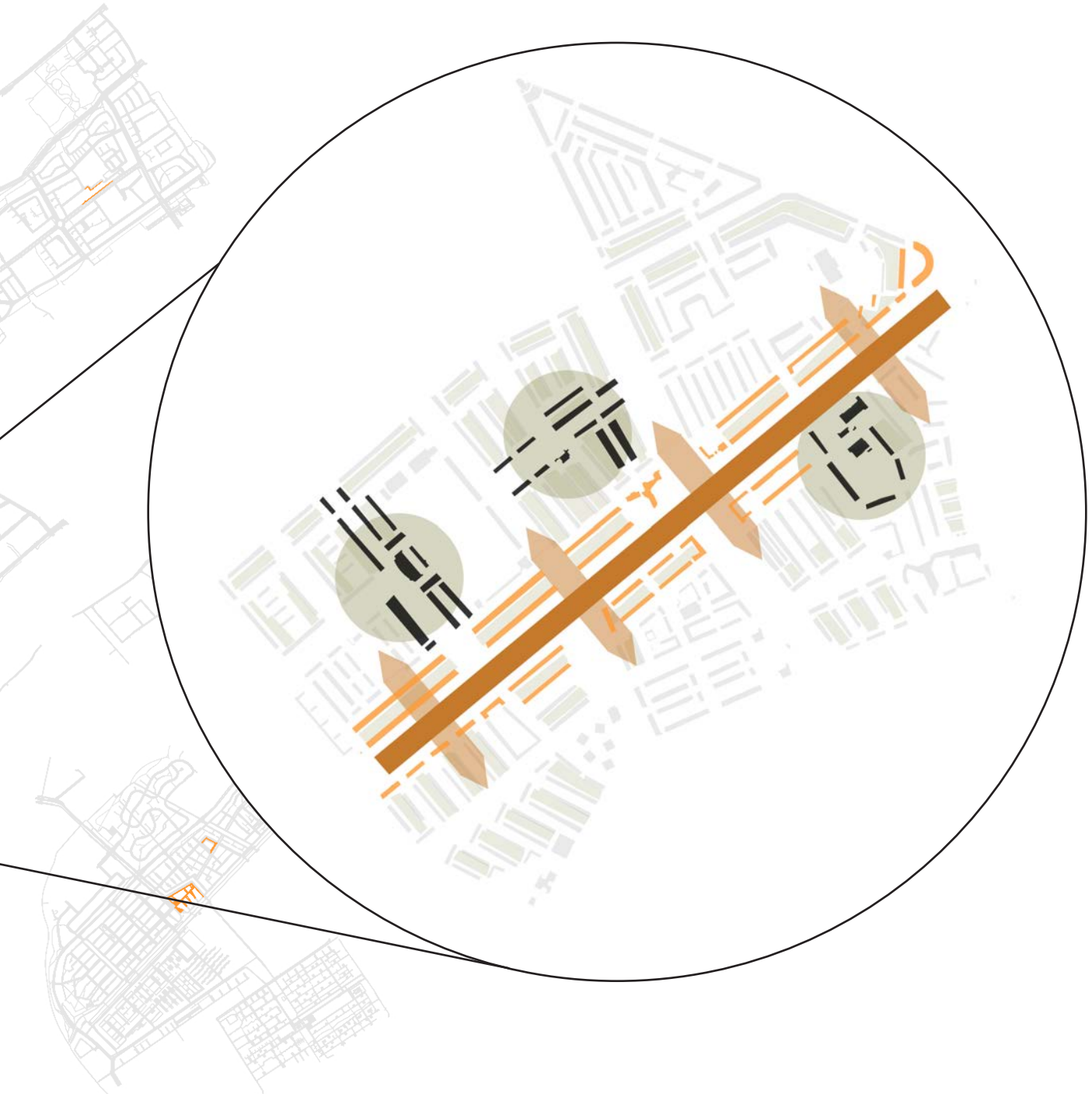


Figure 4.12 Erasmusweg as one of the neighborhood main streets in the Hague. Source: made by author

4 Scenarios for Moerwijk



4 Scenarios for Moerwijk

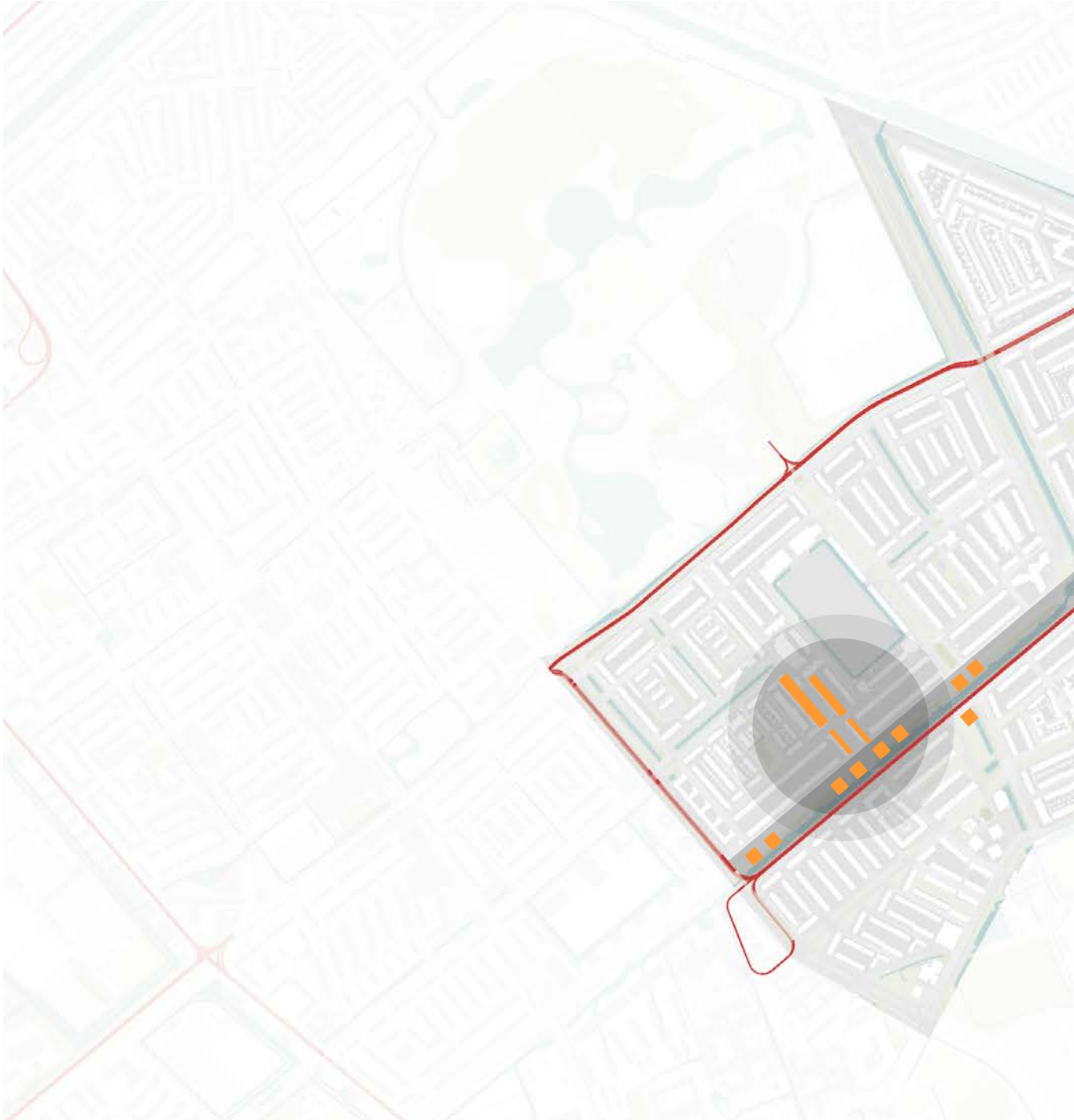


Figure 4.13 Erasmusweg, densification strategy in the neighborhood main street scenario. Source: made by author

4 Scenarios for Moerwijk



4 Scenarios for Moerwijk

4.3.4 Erasmusweg: City corridor

The City Corridor scenario is the most extreme scenario. The focus in this scenario is on connecting the Erasmusweg and Moerwijk with the rest of The Hague by implementing intensive

densification, especially around the Moerwijk station. In the city corridor scenario, the Erasmusweg will be a much more important street for the Hague. Not only as an important mobility axis but also in terms of city-related functions. Transforming the Erasmusweg into a city corridor could mean that people from other parts of the city come to live, work, and make use of other functions offered.

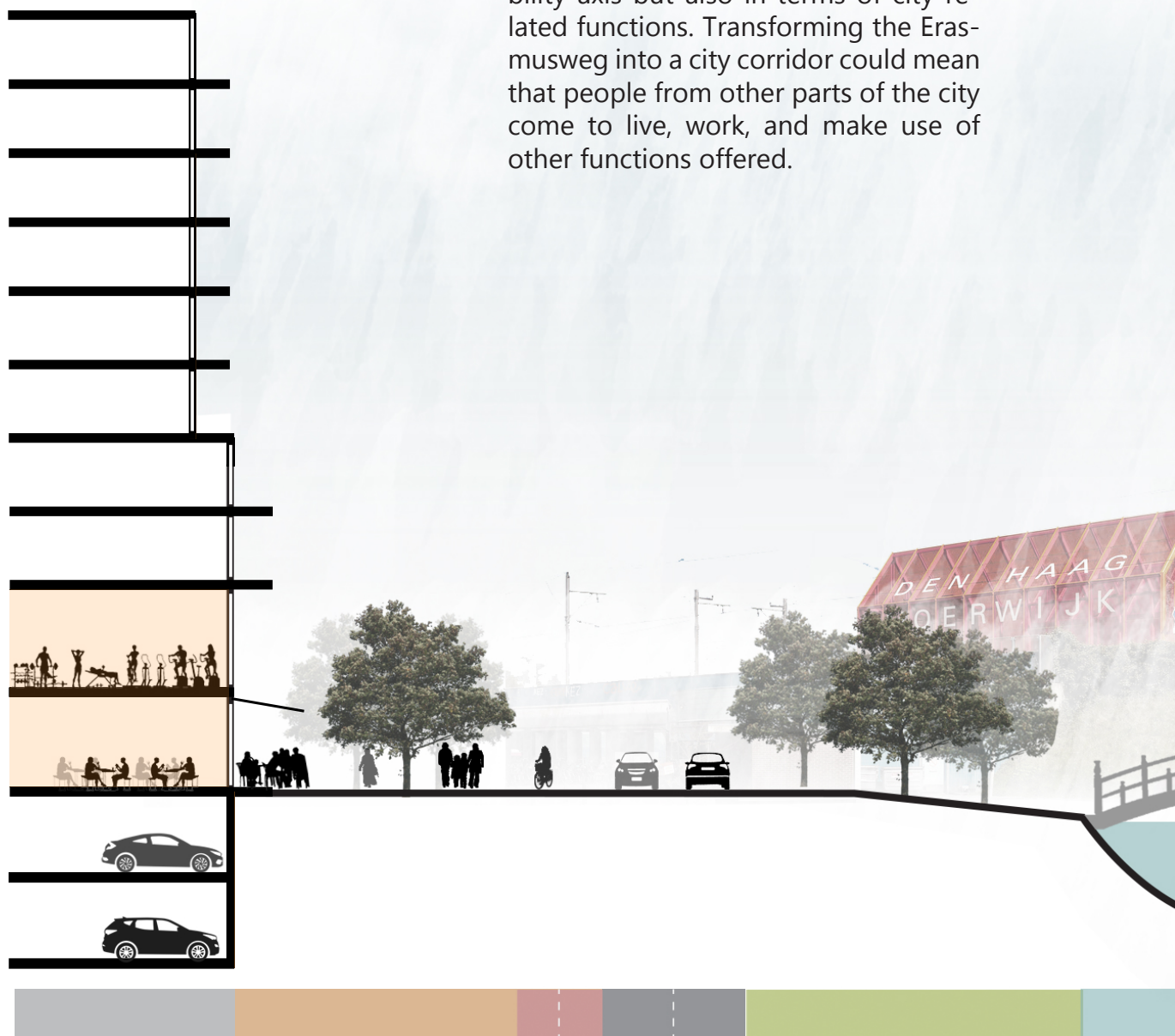
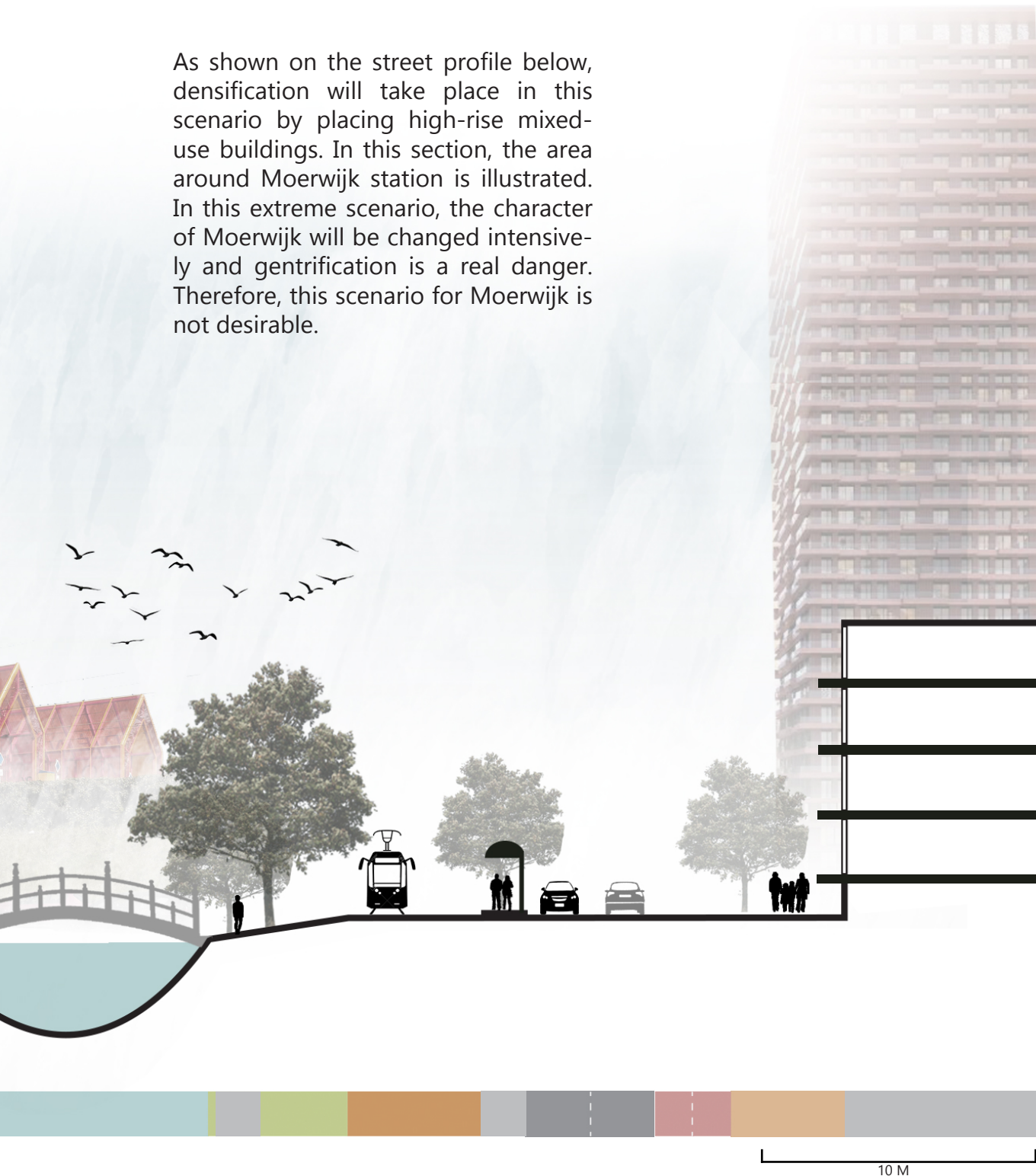


Figure 4.14 Section 'City corridor'. Source: made by author

4 Scenarios for Moerwijk



As shown on the street profile below, densification will take place in this scenario by placing high-rise mixed-use buildings. In this section, the area around Moerwijk station is illustrated. In this extreme scenario, the character of Moerwijk will be changed intensively and gentrification is a real danger. Therefore, this scenario for Moerwijk is not desirable.



4 Scenarios for Moerwijk



Figure 4.15 Erasmusweg as one of the city corridors in the Hague. Source: made by author

4 Scenarios for Moerwijk

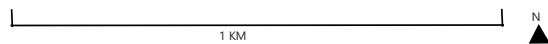
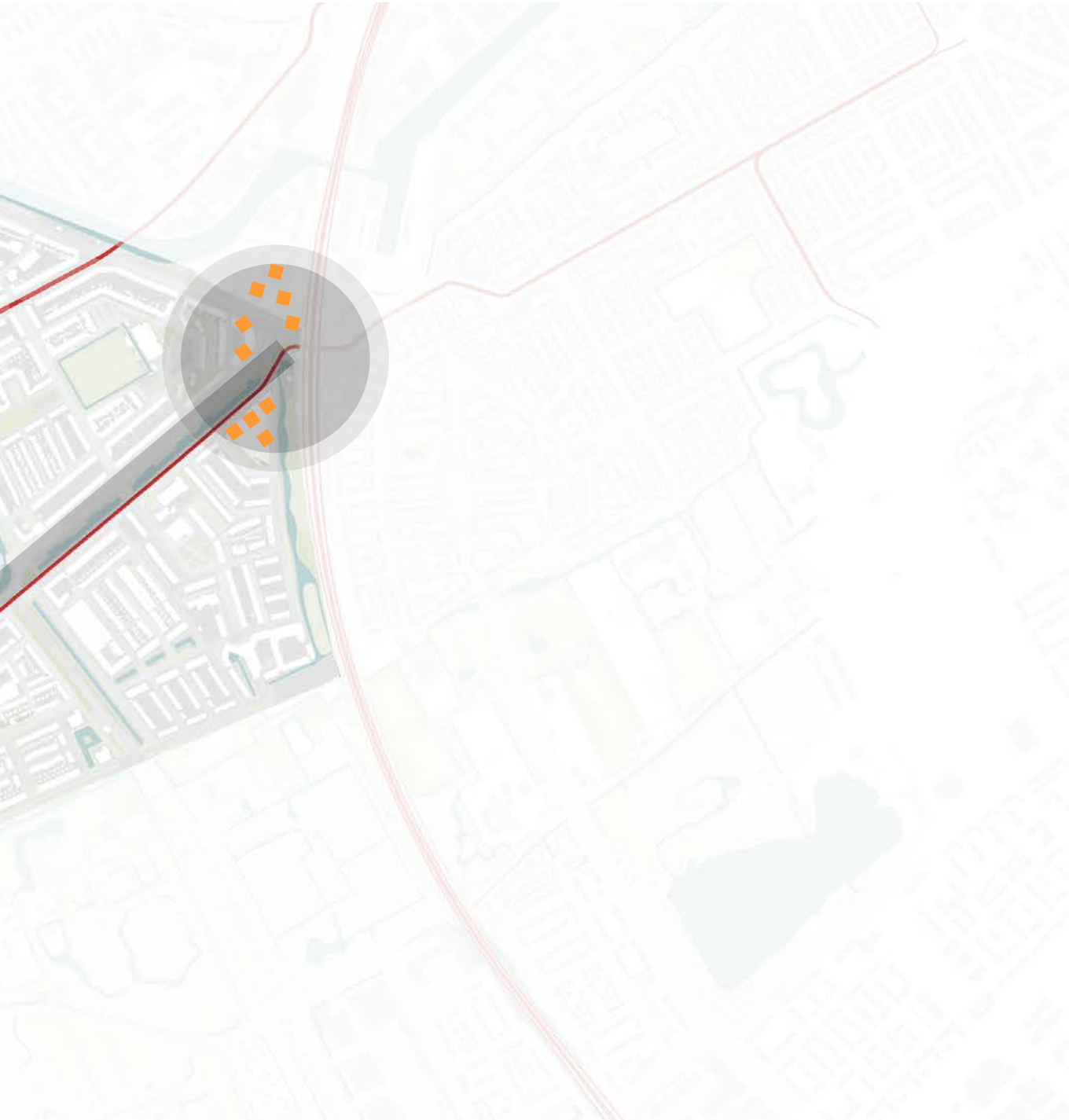


4 Scenarios for Moerwijk



Figure 4.16 Erasmusweg, densification strategy in the city corridor scenario. Source: made by author

4 Scenarios for Moerwijk



4 Scenarios for Moerwijk

4.4 Conclusion

The constructed possible, but extreme, scenarios for the Erasmusweg, which is pointed out as the backbone of the neighborhood in this research, can be placed in a possible, probable, and desirable diagram as illustrated in figure 4.17. The scenarios can be placed in the diagram by reflecting on the important themes and concepts in the project definition.

Green corridor

The green corridor is the most desirable scenario. In this scenario, everything is focused on creating quality public and active spaces and improving social interaction in these new spaces. At the same time transforming the existing building stock will ensure that densification is happening in a sustainable manner.

Neighborhood main street

The neighborhood main street scenario is desirable, but not impossible. In this scenario, the densification will happen alongside the Erasmusweg, which ensures opportunities to strengthen the diversity of functions along the backbone of Moerwijk. In this scenario, the Erasmusweg is a chain between different parts of the neighborhood and contributes to social life on the neighborhood level.

City Corridor

The city corridor scenario is an option

that could be possible since there are plans at the moment to densify around Moerwijk station in the form of a newly built high-rise project called LEVELS (Municipality of The Hague, 2022) (Figure 4.17). The densification strategy is, however, more focused on the edges of the neighborhood instead of densifying within the neighborhood.

In chapter 7, the scenario-making will be forming the base of the design testing on one of the crucial locations in Moerwijk: Jan Luykenlaan. As illustrated and mentioned before, the role of the Erasmusweg will have a certain impact on these aforementioned crucial locations. Two scenarios from this chapter will be highlighted in the design testing: green corridor and Neighborhood main street. The Jan Luykenlaan will be the area of interest for design testing.



Figure 4.17 Impression of the LEVELS project. Source: <https://www.stebru.nl/projecten/levels/286/>

4 Scenarios for Moerwijk

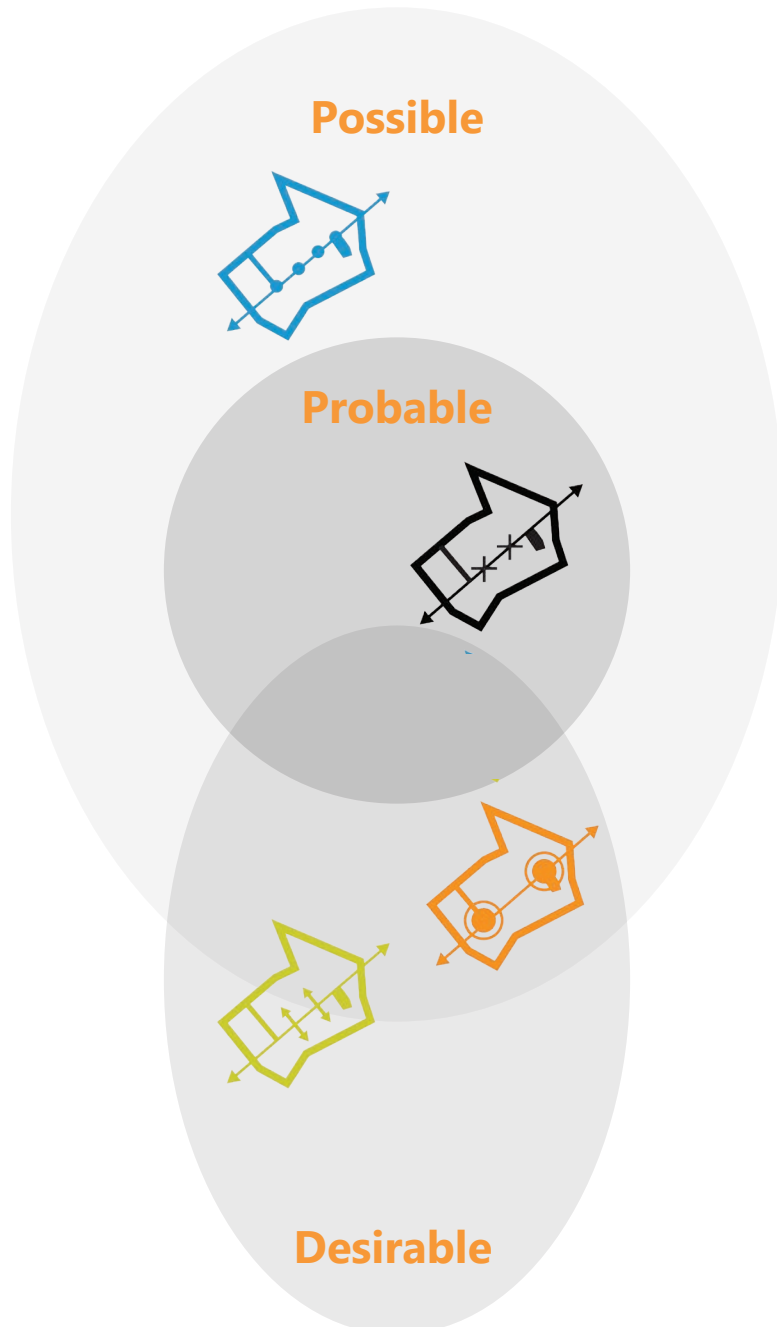


Figure 4.18 Scenarios placed in a possible, probable, desirable diagram. Source: made by author



People of Moerwijk

5

5 People of Moerwijk

5.1 Personas

Community center/Residents

Jaap (60)

Jaap is a volunteer in one of the community centers in Moerwijk-west. His work includes maintaining the community center itself and organizing activities for the neighborhood. Therefore, Jaap is well known in the neighborhood. He also lives there himself, which makes him an experienced expert concerning events in the neighborhood. Due to his involvement in the neighborhood, Jaap has a clear point of view on what would be good for the neighborhood. This varies from lively shopping streets with a diversity of functions and amenities to refurbished facades and buildings in such areas. The activities and initiatives he is involved in vary from activities for children to brightening up the street with residents. Also, he has some critical points on the plans of the municipality regarding the transformation and demolishing of building blocks.



Especially based on conversation(s)

Ravi (39)

Ravi is a volunteer in one of the community centers in Moerwijk-west. She arranges almost everything regarding the community center, making her very important to the neighborhood. The community center is an important chain in the daily lives of residents in this part of the neighborhood. People can come by to have a coffee and a talk. But, for instance, there is also help offered when people can not understand certain post letters from (governmental) organizations. Also, she is involved in making connections with other initiatives in the neighborhood. She knows what is happening in the neighborhood and she sees opportunities on different levels. For instance, she talked about the potential for functional green spaces and the potential of using roofspace for sustainable solutions.



Especially based on conversation(s)

5 People of Moerwijk

Residents

Farida (45)

Farida is one of the regular visitors of a community center in Moerwijk-east. She is a mother of several children and she knows a lot about the (missing) facilities for this age group). For instance, she points out the fact that several playgrounds in the neighborhood are closed at unregular times of the day which makes these playgrounds less accessible throughout the day. Another important problem she mentioned is the lack of diverse and daily shops at Heeswijkplein. For daily necessities and shops as chemists, residents need to go to the other part of the neighborhood or somewhere else in the city. This is not always possible for every resident. The fact that the available spaces at Heeswijkplein are mostly filled with eateries and small offices feeds the frustration about this problem.



Epecially based on conversation(s)

Reda (18)

Reda is one of the participants of the 'Youth Manifest Moerwijk' in cooperation with Wijkz. Reda knows what is going on in the neighborhood, especially in the age group of 16-24. An important point of attention regarding the youth in Moerwijk is the lack of places to work and study. This would be important to ensure that everyone living in Moerwijk can develop themselves. In addition, the youth indicates that there is also a lack of accessible sports facilities for the different age groups living in the neighborhood. In terms of housing in Moerwijk, the youth also have strong opinions. They point at the big differences between the different areas in Moerwijk regarding the conditions of the dwellings. According to them, the housing corporations do not seem to do enough to maintain these dwellings. At last, they would like to see more variation.



Epecially based on 'Youth manifesto Moerwijk'

5 People of Moerwijk

Municipality & Housing Corporations

Urban planner

As an urban planner at the municipality of the Hague, an important contribution is made to the spatial vision of the Hague. For the Hague southwest, the vision is extensive and focused on the long term and it concentrates on the following themes: densification, a green and healthy environment, amenities and functions, and mobility. The vision includes that 10000 more homes should be added, 8500 homes will be renovated, and 6500 homes need to be demolished. In addition, the municipality wants to build a variety of housing types. According to the urban planner, the densification in the Hague southwest will mainly take place along the long lines and certain promising nodes such as Moerwijk station. Furthermore, the existing green structures will be strengthened and the connections between parks will be improved to achieve better life quality.



Based on conversation(s) and policy documents

Housing corporation

In Moerwijk there are three main housing corporations responsible for the residential building stock. One of them is HaagWonen. In addition to building new homes in the neighborhood, making homes more sustainable and renovating is something that is an important part of the agenda of this corporation. As for the courtyard gardens, HaagWonen tries to look at the design of these together with residents. Several meetings were organized, with great involvement. The focus of the design for these inner courts was on meeting places, seating elements, and playgrounds. In addition, current water problems are often solved by placing wadis. Housing corporations are an important link between the organization of the built environment in such neighborhoods and the residents.



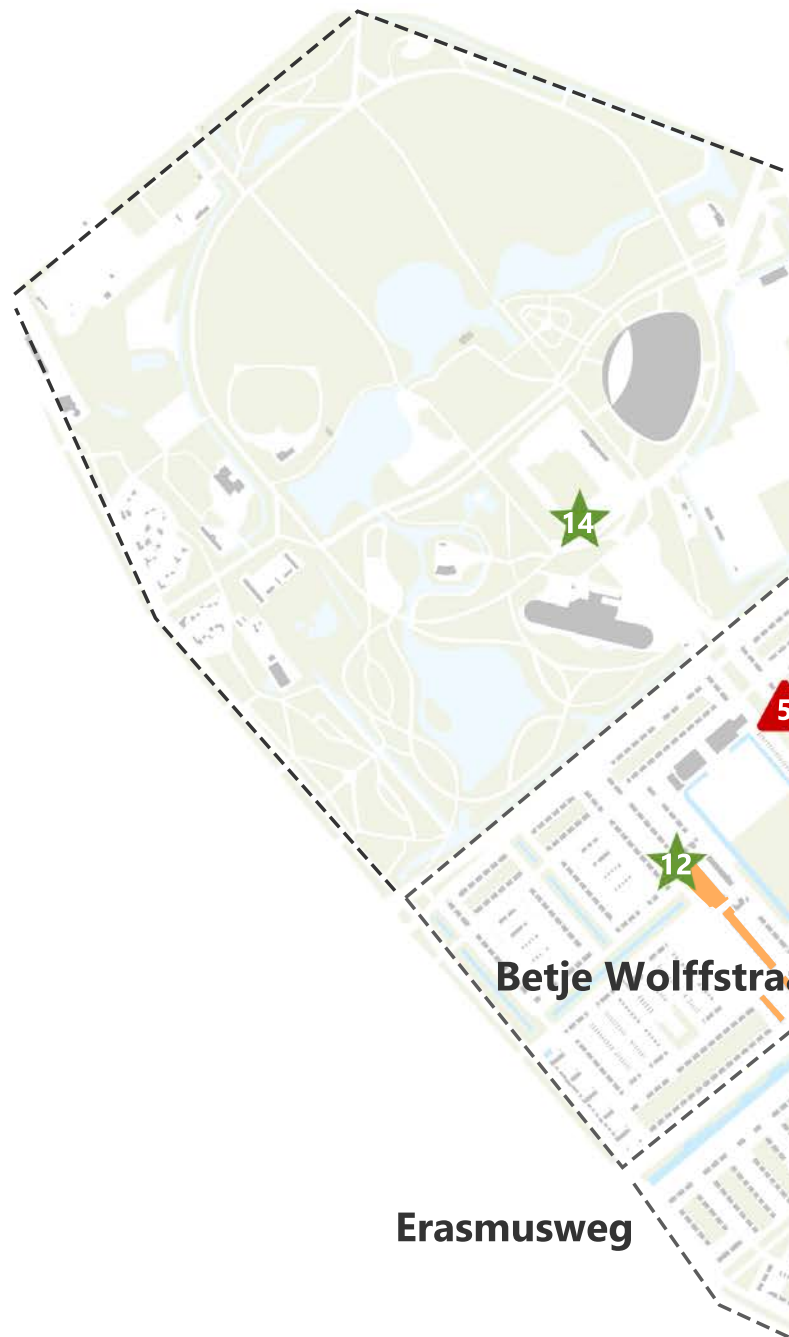
Based on building principles (haagwonen) (from documents) and a conversation

5 People of Moerwijk

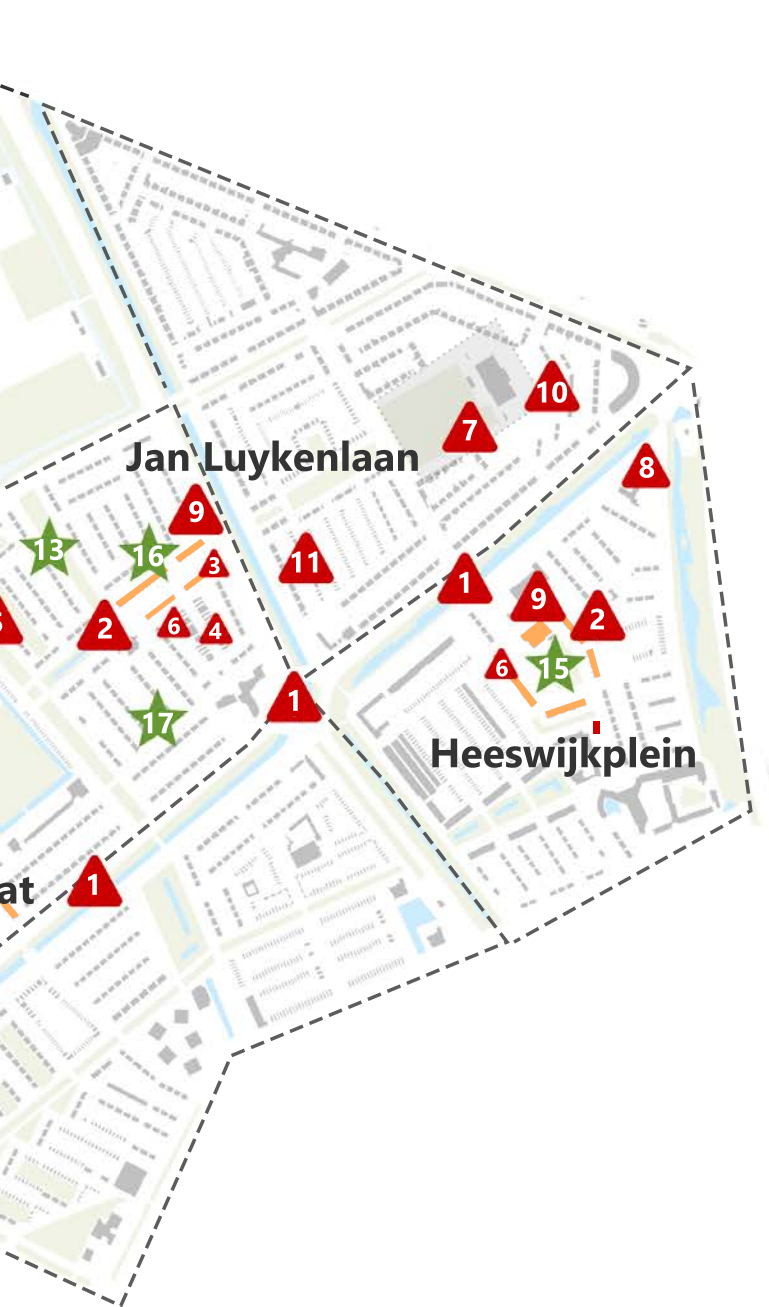
5.2 Mapping

The outcomes of conversations and other gathered information sometimes could be used in spaces in Moerwijk. Therefore, a map is made to show qualities and points of attention on a neighborhood scale to understand problems spatial. Combined with earlier spatial analysis, critical areas can be pointed out for the different design options in these areas. Several comments from spoken people are connect to the two different pictograms, placed on specific places on the map.

The personas and the created map are forming the fundament of the creation of patterns in the next chapter.



5 People of Moerwijk



Points of attention

1. Erasmusweg: Barrier
2. No diversity in shopping areas
3. Lack of everyday supermarket
4. Lack of places for youth causing a nuisance at night
5. Lack of 'functional green'
6. Shopping area is not being refurbished
7. Playground is closed early
8. Unrest about plans for the demolition of the fire station and the construction of high residential towers
9. Many of the functions in the shopping areas do not appeal to and do not correspond to the needs of the residents
10. Unrest about places of care homes next to school
11. There is uncertainty about the transformation of building blocks. It is unclear which building block could be transformed and which block could be not.



Qualities

12. Betje Wolffstraat acts as the best street around when it comes to everyday amenities
13. There is a lot of potential green in the neighborhood.
14. Zuiderpark
15. Heeswijkplein has several potentials
16. Several initiatives arise in the Jan Luykelaan: Painting of facade elements, making flower boxes and creating quality public spaces
17. Roofs are identified as potential for sustainable solutions

Figure 5.1 Mapping the qualities and points of attentions in the neighborhood. Source: made by author

5.3 Stakeholder analysis

To form a conclusion on which conflicts are arising in Moerwijk, this chapter will conclude with the help of a series of stakeholder analyses. These analyses are partly based on conversations and partly based on information from policy documents. In line with the themes covered in this report, three parties will be highlighted in particular: Residents, the Municipality of the Hague, and housing corporations. In the problem statement of this graduation project,

it was stated that there is a difference in perception of how to solve spatial pressure in The Hague. In this field of actors, the residents and the municipality are the parties at the edge of the spectrum. For this reason, these parties are mainly discussed together with the housing associations, which occupy a somewhat more central position within the spectrum of actors and stakeholders. The stakeholder diagrams on the next few pages all cover a different



Figure 5.2 'Ontwerp Structuurvisie/Omgevingsprogramma Zuidwest 2040' (Municipality of the Hague, 2022)

5 People of Moerwijk

topic within the aim of the project. These themes vary from densification and transformation to public space and spaces for work. Above each diagram, the main stakeholders/actors are represented with an explanation of the position on the subject in question. Chosen is not to explain every stakeholder, although there are a few more represented in the diagrams. These other stakeholders are placed in the diagrams to show more context within

the subjects. As aforementioned, different sources of information are used for positioning stakeholders and actors in the diagrams. Information coming from residents is mostly by using the conversations shown earlier in this chapter, while the vision of the municipality is used to describe their position. Other documents such as leaflets and brochures are used to gather information about the ideas and positions of housing corporations. A conclusion will follow afterward.

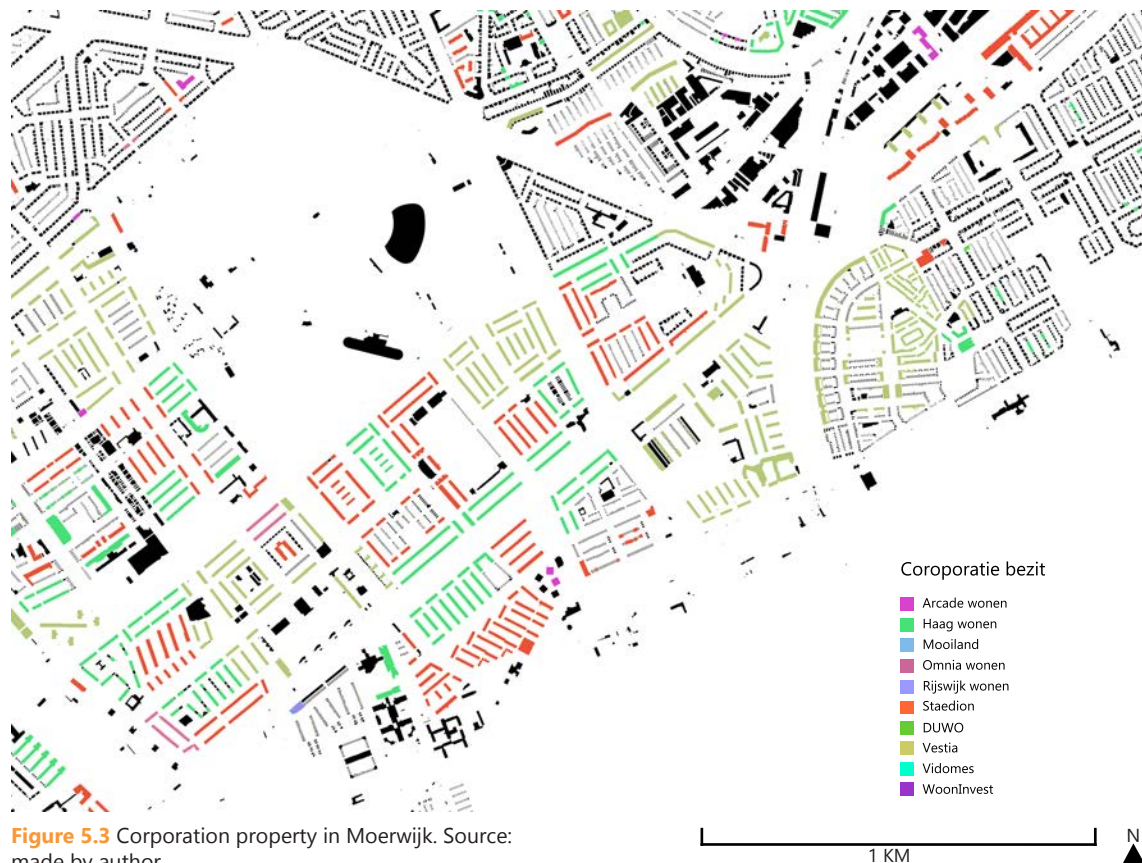


Figure 5.3 Corporation property in Moerwijk. Source: made by author

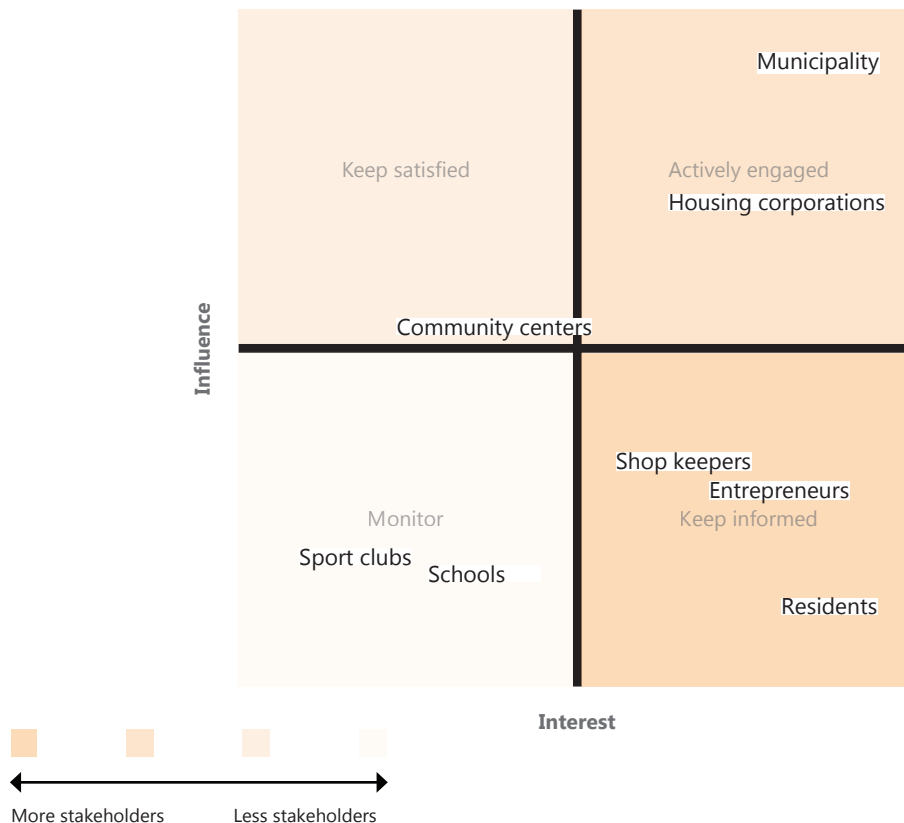
5 People of Moerwijk

Densification

Municipality: As mentioned before, the municipality of the Hague has plans to build 10000 new dwellings in the Hague southwest. If we look at the plans of the municipality so far, it is noticeable that densification will mainly take place on the edges of the neighborhood and around Moerwijk station, by developing high-rise mix-used buildings. The municipality is therefore placed in the high influence/high-interest position in the diagram.

Housing corporations: The municipality created a vision for the Hague southwest, but the corporations are one of the parties that are involved in executing the plans. Dependent on the decided composition of housing types, the housing corporations will have a big influence on what will be built.

Residents: The majority of this group is skeptical of these densification plans of the municipality. There is a preference and perceived urgency for transforming existing dwellings.



5 People of Moerwijk

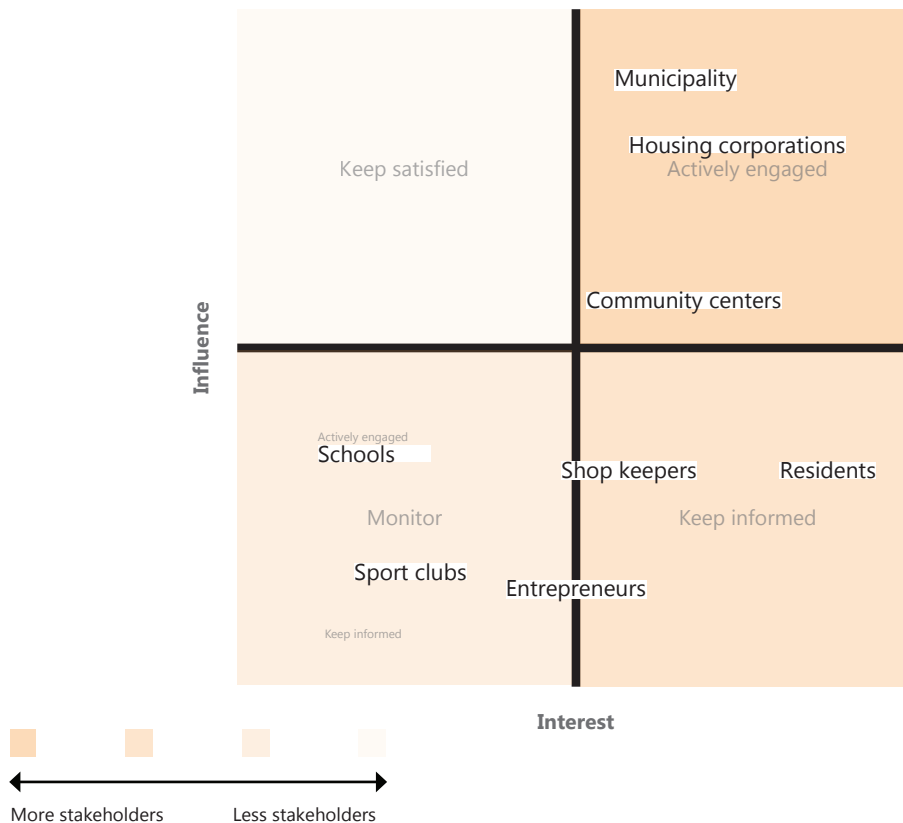
Improving public space

Municipality: Besides the plans for building new homes in The Hague southwest, including Moerwijk, the municipality wants to improve public space. Efforts are being made to strengthen the existing green structures: strengthening biodiversity, climate adaptation, and stimulating active use.

Residents: The majority of the residents in Moerwijk live in mid-rise buildings with communal spaces in between. Often these spaces are neglected or unused. Currently, several initiatives are happening to improve the public realm. This is also happening in shopping streets such as the Jan

Luykenlaan, where facades are painted, and flower boxes are made by residents. This shows that residents have a certain influence on the design of the public space, but this is happening on a very small scale.

Housing corporations: These corporations have the main influence on this communal space between apartment buildings, as they own this ground.



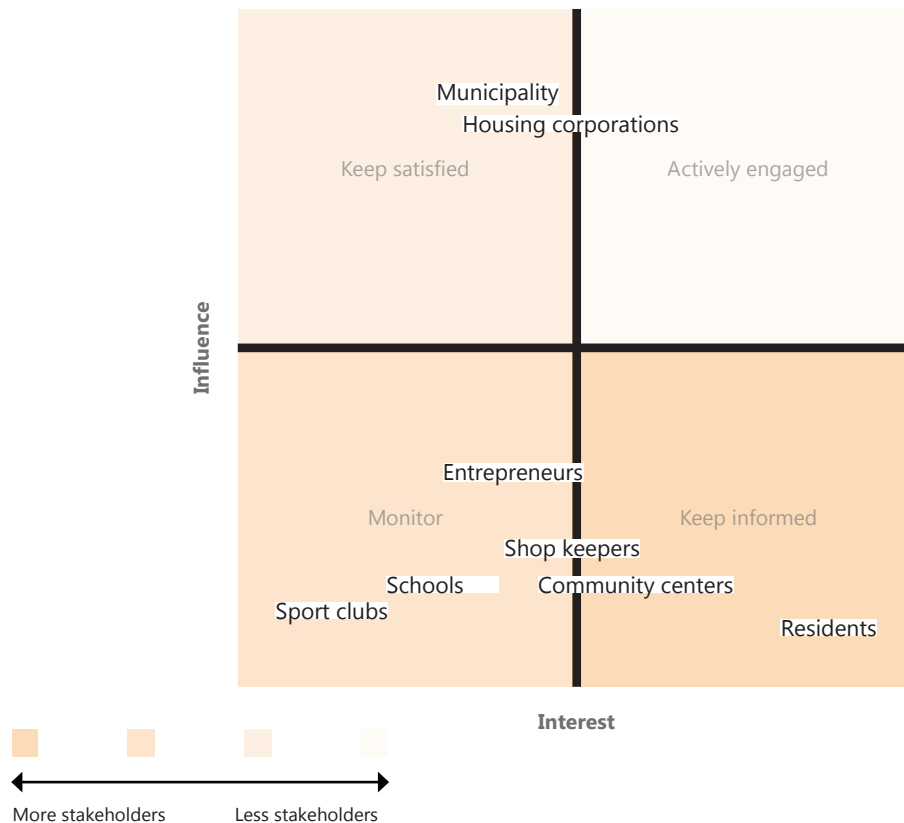
5 People of Moerwijk

Transformation

Municipality: In the 'Ontwerp Structuurvisie/Omgevingsprogramma Zuid-west 2040' (2022), the municipality barely writes about applying densification through the transformation of existing homes. The main strategy for densification is by placing new buildings, as mentioned before. Due to the constructed vision the municipality has a high influence, but low interest in transforming dwellings.

Housing corporations: Many of the dwellings in Moerwijk are owned by these corporations. Therefore they have an important role in maintaining and transforming the existing building stock. Transforming and making buildings more sustainable is expensive, which means that the municipality have more influence due to forgiving subsidy etc.

Residents: As mentioned before in the project, people in the neighborhoods are sceptical about placing new (highrise) buildings and demolishing dwellings and people believe in the transformation of existing buildings.



5 People of Moerwijk

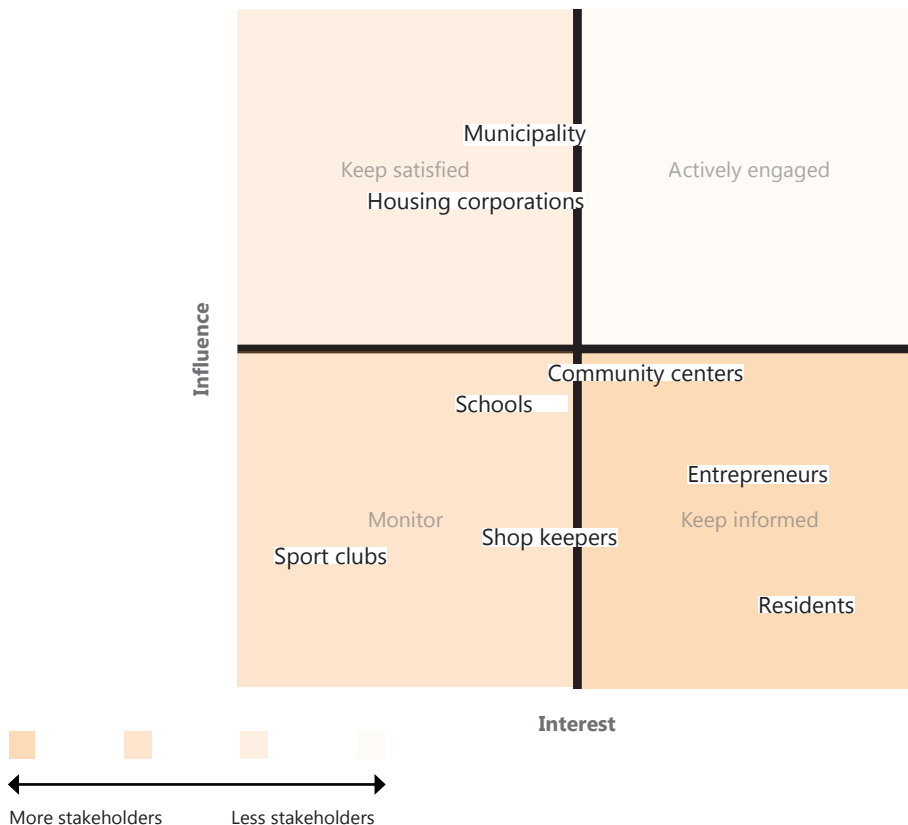
New places for work/study

Municipality: In their vision for the Hague southwest, the municipality pays attention to strengthening the local economy by concentrating these functions alongside the long lines and infrastructure nodes in the southwest. The focus in (new) buildings is to place these functions on the plinth of buildings to create connections with the neighborhood.

Residents: As mentioned before, there is a need for places to work and study in the neighborhood. In particular for the youth and people who wants to start or develop a business with their potential qualities. Important for this group

is that regeneration and densification will go together with developing these new spaces to improve interaction and opportunities.

Housing corporations: Especially in existing buildings, it is difficult to implement new spaces for work. Specific spatial requirements, for instance, starting a company at home do not always meet the current state of the apartments. And also, in this case, huge transformations do cost a lot of money to realize.

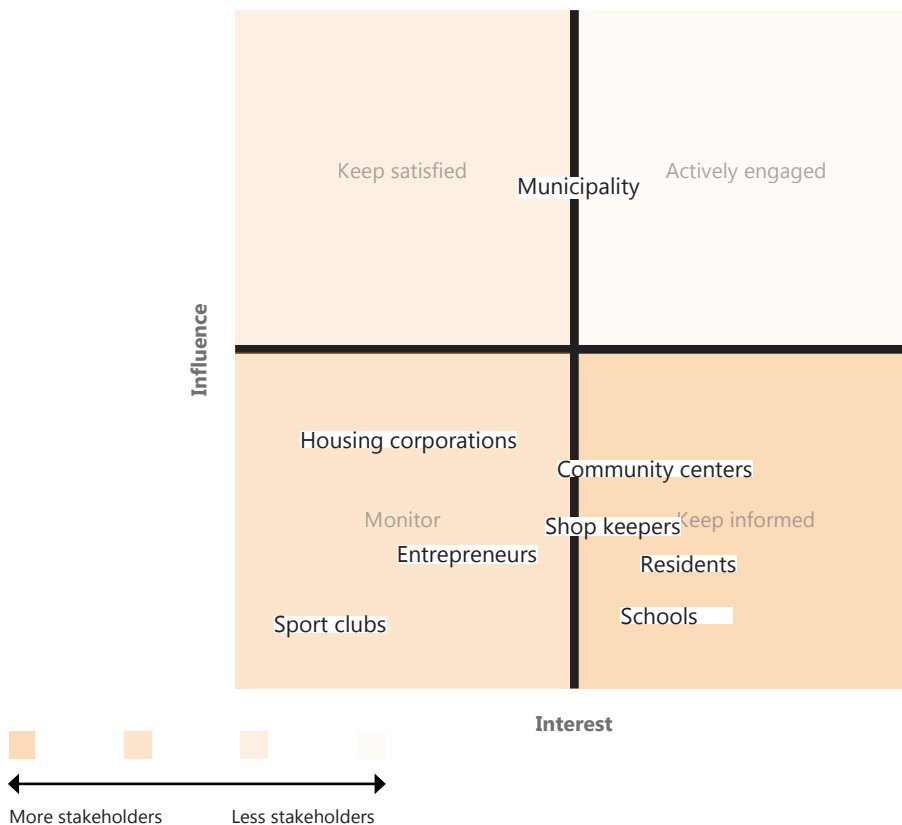


5 People of Moerwijk

Decreasing space for cars

Municipality: The municipality of the Hague attaches great importance to improving mobility in the Hague southwest. Hereby, the focus will be on improving facilities for pedestrians and cyclists. Room for cars will be decreased, especially within the neighborhoods. The important road structures that enclose the neighborhoods, will remain important to ensure connections with the rest of the city. However, these roads form barriers and there is a need for safer crossings. This results in new design proposals for infrastructure nodes, such as Moerwijk station. In addition, public transport will be another priority in the implementation of the vision.

Residents: The fact that these main road structures form certain barriers between different parts of the neighborhood is also something that is noticed by residents. Especially the Erasmusweg is perceived as an unsafe barrier. There are a few options to cross this road, which causes the connection between different parts of the area to be poor. In addition, in the more public streets, (wrong)parked cars create annoyance.



5 People of Moerwijk

5.4 Conflicts & agreements

In conclusion, in general, there are enough points of view matching between the three featured parties. If we look at improving public space, for instance, everyone is keen to strengthen the existing green structure, connect spaces, implement a variety of public spaces, and diversify functional space. In addition, safety and mobility regarding car use and the improvement of public transport and slow traffic infrastructure also is something the different actors have certain agreements on. The need for safer crossing and liveable and reachable spaces within the neighborhood is something all the parties agree on. The same goes for enhancing the local economy. However, the challenge here is to

translate these design principles into spatial implementations. For example, how to implement new spaces for work? Which building types are needed and how can we implement them in existing structures? Especially on the topic of densification, conflicts are visible. The spatial implementation is something that needs to be researched by design, keeping in mind the overall vision of the municipality and the needs of residents. It is clear that there is a need for new homes, but the question is how to come up with a design that is perceived as an improvement for the neighborhood as a whole. Therefore, this chapter will form, together with the literature and spatial analyses, the base for the coming chapters.



Pattern language

6

6 Pattern language

6.1 Introduction

The pattern field is used to translate findings from research into spatial implementable design principles that can be linked with design. Input for these patterns varies from literature studies to identified needs from residents. When reading each pattern individually, it is immediately clear where this approximately belongs in the pattern field. However, a clearer overview of the pattern field will be forming the conclusion of this chapter. These patterns will be used to link research with space in the next chapters.

On the next pages, the categorization of the patterns is shown. Each pattern has its own symbol and color. When patterns have the same color, it means that these patterns are complementary. These different categories are forming sets of patterns for different scales and themes. In addition, the diagram (figure 5.1) shows the position of the patterns in the pattern field. The axes in the diagram show the scale and also how concrete or abstract patterns are. Later in this chapter, the relations are shown in figure 6.2. Each pattern is following the same structure, which is as follows:

Name & logo:

The name and logo of each pattern briefly introduce the theme of each pattern. In addition, the logos visualize the theme and are used in the illustrated diagrams in this chapter.

Hypothesis:

Each pattern begins with the hypothesis, which briefly describes the goal of and challenges each pattern should cover.

Context:

To connect each pattern with the actual case study, a brief context is given. The need for introducing this pattern is discussed, by showing and describing the shortcomings of this topic.

Solution/theory:

Mostly based on literature, a solution for the aforementioned problem is given. This will form the base for the practical implication.

Practical implication:

The practical implication connects the context with the solution and theory. This is a reflection on how the solution could be implemented in the actual area.

Diagram:

Diagrams and photos of examples are used to visualize the pattern.

Related patterns:

Underneath each pattern, symbols of directly related patterns are shown.

6 Pattern language

6.2 Pattern language

* Conversations ** Research by design *** Literature

-  Permeability of streets fronts ***
-  Personalization ***
-  Seating space ***
-  Shelter ***
-  Mixing ***
-  Human scale ***
-  Multifunctional spaces */**
-  Third places***
-  Walkable streets */***
-  Safe crossings *
-  Designing the public realm ***
-  Diverse shopping streets *
-  Designing the public street **
-  Adaptable streets ***
-  Hierarchy in public space ***
-  Reorganizing building blocks ***
-  Neighborhood centers **
-  Place meaning ***
-  Embrace local initiatives *
-  Neighborhood mainstreet **/***
-  Social communal gardens ***

Complementary patterns

-  Creating social space
-  Connectivity
-  Legible space
-  Meaningfull space
-  Activity
-  Street design
-  Neighborhood design
-  Place making



1 Permeability of street fronts

Hypothesis

Transparency of the building façade is important for sensory stimulation and behavior in the streets.

Context

In the case of Moerwijk, two important shopping are located in the neighborhood. The locations are fairly centrally located within their neighborhoods, but there is a lack of permeability. The shops are mostly not well connected or integrated within the sidewalk network. When regenerating the area, this could be an important dimension within the stimulation of social interaction on the street. Next to allowing local entrepreneurs to embed their company in such streets, the design rules for this could be more integrated within the streets.

Solution/theory

People go shopping to look around. Sensory stimulation is an important basic motive for shopping behavior. Characteristics of buildings that define the street including shop windows and the display of goods are experienced as pleasurable. The permeability of the street front is integral to creating conditions for such sensory stimulation (Mehta & Bosson, 2010).

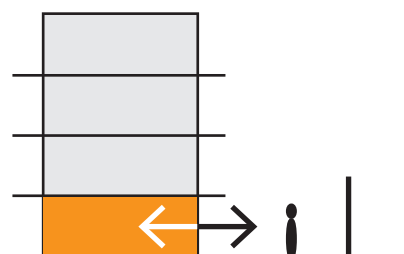
Practical implication

The implementation of this pattern depends on what kind of functions are located in certain areas. The current situation with a lot of semi-private companies in the plinths does not invite to be stimulated by facades. Therefore, newly built building types should be designed in a way that plinths will be reserved for public functions that can give something back to the neighborhood such as local shops and meeting spaces instead of uninviting blind facades.

Diagram



Source: Street fronts. (n.d). Ohio CDC association. <https://www.ohiocdc.org/main-street-job-recovery-program>





2 Personalization

Hypothesis:

Personalization of the physical environment provides platforms for different kind of social interaction.

Context

In the case of Moerwijk, both the residential and shopping streets know a lack of personalization in the public realm. The residential streets are characterized by a repetition of sleek facades and no connection with the ground floor (especially the 'parties flats'). In the shopping streets, the sidewalks are not used for personalization, while there is room for that in many cases. A variation in personalization is key in the plans for regenerating the area, to give people opportunities to interact.

Solution/theory

Personalization ensures that people can make their territory distinctive and identifiable. Personalization leads to a higher perception of safety on the streets. Regarding social interaction, personalization of the street front, by changing it into a familiar setting, provides stimulation interest to look and stop and enabling possibilities to generate social interactions (Mehta & Bosson, 2010).

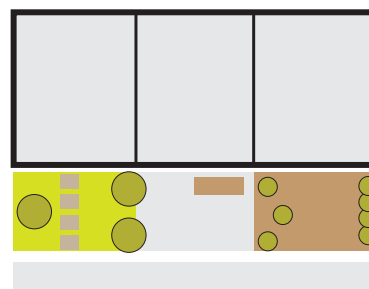
Practical implication

The example for the implementation of this pattern comes from the idea of the 'Delftse stoep', which is a small semi-private strip in front of houses where people can personalize their space. In some places in Moerwijk, this could be applicable, especially where there is a lot of space between the building which currently is unused. With new developments in densification and transformation, this will be an important part of street design.

Diagram



Source: Personalization. (n.d). <https://twitter.com/modacitylife/status/1391029518559764481>





3 Seating space

Hypothesis:

Designed spaces to sit is an important factor in enabling social interaction in public spaces.

Context

Currently, what strikes in the public domain of Moerwijk, especially in most public streets, is that there is a lack of spaces to stay. The public domain is usually focused on motorized traffic, besides the shopping function. Regenerating these kinds of spaces offers the opportunity to design spaces in these kinds of streets that are suitable as places for interaction. Designing seating spaces is one of the design solutions that can contribute to this. This calls for an overall change about what these streets can mean for the neighborhood.

Solution/theory

“Sitting space has been identified as one of the most important characteristics in retaining people in public spaces and possibly supporting social behavior [..] Eating and drinking are activities commonly associated with relaxation, and people frequently combine eating and drinking with socializing. This combination of food and social activity supported by outdoor seating makes people stay longer, making it a very important characteristic to support social life on the street. Outdoor seating makes patrons more visible, and several empirical studies show that people are attracted to places with people in them”. (Mehta & Bosson, 2010).

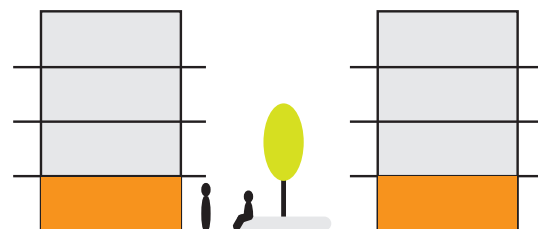
Practical implication

Seating elements can be designed in different ways. Especially in the public streets, this could be a tool to stimulate interaction. Designs can vary from terraces in front of cafés and meeting spaces to planters to sit on.

Diagram



Source: Feuster, E. (n.d). Seating space. AIA New York. <https://www.aiany.org/news/in-the-news-158/> Feuster, E. (n.d). Seating space. AIA New York. <https://www.aiany.org/news/in-the-news-158/>





4 Shelter

Hypothesis:

Elements that provide shelter in the public space provide an incentive to enable social interaction outdoors.

Context

Since the potential 'main streets' in Moerwijk are currently not designed as places to stay, there are no specific elements in the public domain that provide shelter. When designing such places to stay in these public areas, important is to look at the possibility of elements that provide certain shelter from weather conditions. These spaces can function as places where people can meet which could contribute to the social interaction in such streets.

Solution/theory

"Research on the effects of environmental factors on human behavior shows that comfortable microclimatic conditions, including temperature, sunlight, and shade are important in supporting outdoor activities [...] Hence, there is considerable empirical research that suggests the importance of personalization, permeability, seating, and shelter in making public spaces such as Main Streets more attractive for human use and social interaction. (Mehta & Bosson, 2010)

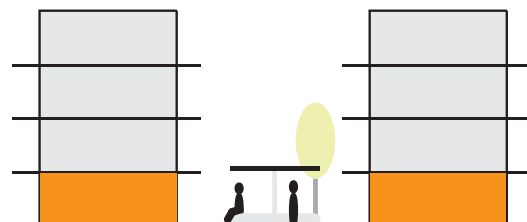
Practical implication

Shelter elements can often be combined with other elements in public spaces, such as bus stops, terraces, seating elements, etc. Shelter elements can also be a valued addition if it is combined with certain functions and facilities. Placing these kinds of spaces in public areas will be contributed to place-making and street design focused on social interaction and place bonding.

Diagram



Source: Shelter. (n.d). Arch daily. <https://www.archdaily.com/982738/barcelona-prepares-climate-shelters-to-keep-residents-cool-during-the-summer-months>





5 Mixing

Hypothesis:

Mixed-use streets ensure the presence of people on the streets across different times of the day.

Context

In Moerwijk, the areas with the most variety and activity are currently organized on daily needs and services. These areas do not provide activities that are available at different times of the day. In addition, there are complaints about nuisance at night in these kinds of areas.

Solution/theory

“Vital urban areas—and indeed as many of their constituent parts as possible—must serve more than one primary purpose, preferably more than two. These primary purposes, and the ‘secondary’ activities they attract, must ensure the presence of people on the streets and in the spaces and buildings across different times of the day. People will use the place for a variety of different reasons, and also be able to use many facilities in common”’. (Montgomery, 1998).

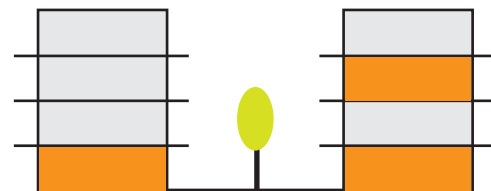
Context

When intervening in these areas by densifying and renovating them, there is also an opportunity to implement more mixed-use facilities. Community buildings or workspaces that are accessible at different times across the day will be important. Therefore, it is important to investigate the need for such mixed-use facilities. The approach of attracting people with different purposes in these public streets can enhance the bonding with a place, liveliness, and the urbanity.

Diagram



Source: Mixing. (n.d). Your city beat. <https://yourcitybeat.com/2021/07/15/the-famous-streets-of-nyc/>





6 Human scale

Hypothesis:

Scale is an important design component in creating lively streets.

Context

Currently in Moerwijk, especially in one of the main axes of the neighborhood, the human scale is hard to find. In the theoretical back-up there is spoken of succesful urban spaces as walkable spaces with a lot of crossings. Important is that by redesigning these kind of enormous structures, the attention need to be on walkability and quality public space by breaking through these large spaces to connect different parts of the neighborhood.

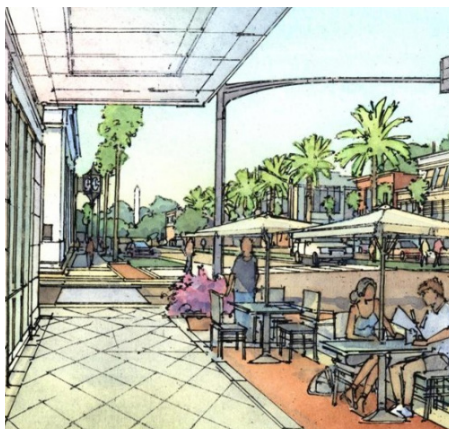
Solution/Theory

“Scale is a combination of the ratio of building height to street width, relative distance, permeability and the sense of grandeur or intimacy of space. [...] A related point is that most successful urban places operate at several scales, but importantly are more rather than less intricate, are capable of being walked in under 10 minutes, and have a large number of intersections”. (Montgomery, 1998)

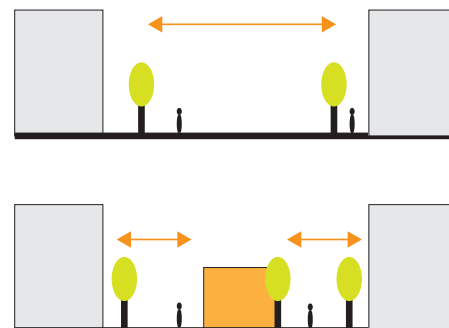
Practical implication

Especially in public areas in the neighborhood, human scale will be an important design tool. The shopping streets for example are wide and have a lot of space in between. By placing elements in the space between, smaller spaces are formed were different activities can happen. Also, alongside the plinths a division could be made between different kind of spaces, to create a perception of different spaces in one.

Diagram



Source: Human scale. (n.d). umkc. <https://info.umkc.edu/63rd-st-studio/?p=887>





7 Third places

Hypothesis:

Implementing third places in neighborhood centralities can support sociability in residential neighborhoods

Context

As discussed before, Ray Oldenburg's (1991) definition for a 'Third place' is as follows: "[...] a place of refuge other than home or workplace where people can regularly visit and commune with friends, neighbors, coworkers and even strangers". At the moment, in Moerwijk, there is a need for more places like this where people can meet.

Solution

When developing certain areas in the neighborhood, there has to be paid attention to designing places to meet. At the moment, such places are already there in the form of community centers. However, the variation of these so-called third places is not extensive. For example, for the youth these kinds of spaces are scarce.

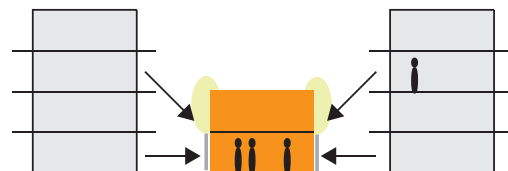
Practical implication

In (new) public areas such as the Jan Luykenlaan, spaces need to be reserved to create spaces to meet other than just a community center. For example, spaces for youth can vary from places to be creative to spaces for sports activities and cafes. Giving people a place to work on their development and creating new contacts is something that will improve interaction and bonding with spaces. Especially, placing these new places on the plinth will help enhance the liveliness of the street.

Diagram



Source: Example of a well designed urban setting which acts as a 'third place for different groups. Source: <https://montgomeryplanning.org/>





8 Multifunctional spaces

Hypothesis:

Implementing new spaces for work can improve social life and opportunities for residents in Moerwijk.

Context

In Moerwijk, there is a lack of places where people can develop their specific skills. This varies from spaces where people can start their own small businesses to places where the youth can study or involve in creative activities. The current building stock is not designed in a way that such spaces for these initiatives can be facilitated.

Solution

Densification and regeneration could help with starting to design these new spaces for work, study, and creative activities. Not only by providing new space, but also by regenerating money to help kickstart these initiatives. Not only new buildings can provide and facilitate the needed space, also present vacant buildings or shops could be useful. Spaces for work and study can be part of a system of social initiatives, which would be offering opportunities to current and new residents. But the will must be there to invest.

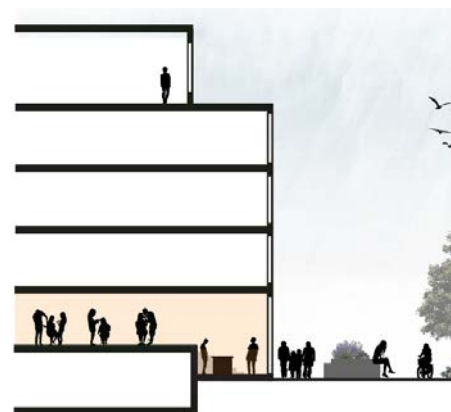
Practical implication

In the example of the implementation of these kinds of spaces, a transformed apartment building is shown where a business from home is facilitated. This space is created by enlarging the apartment on the front and bringing the plinth in connection with the public street. Of course, this is something that could be done with new buildings either.

Diagram



Source: Multifunctional spaces. (n.d). In de buurt. <https://in-debuurt.nl/utrecht/nieuws/nieuw-in/nog-meer-creativiteit-vecht-club-opent-een-tweede-vestiging-in-kanaleneiland-181782/>





9 Walkable streets

Hypothesis:

Walkable streets create a more vibrant urban experience, enhance a sense of place, and strengthen community identity.

Context

Moerwijk is a neighborhood designed in a period wherein the future for motorized traffic was bright. This is visible in the nowadays structure of the neighborhood where the car is dominant on different scales. Especially in the more public areas, space occupied by motorized traffic has the potential to be transformed into pedestrian-friendly areas.

Solution

The solution for this problem is looking at this potential and the improvement of quality and safety this provides. Walkable streets have the potential to improve the urban experience (Claris & Scopelliti, 2016). This means that the room for the car will decrease but giving this space partly back to pedestrians and slower traffic offers the opportunity to create new public spaces which could improve social interaction and living pleasure.

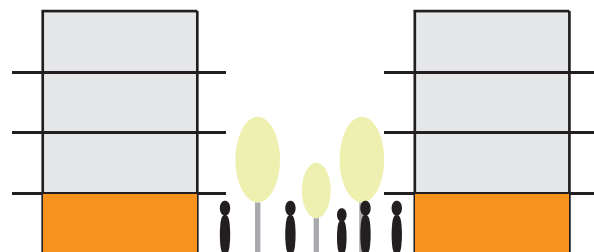
Practical implication

The implication of this pattern starts with (partly) occupying space from motorized traffic. For the implementation of walkable streets, there are certain requirements that help to achieve the aforementioned improvement of urban experience (Claris & Scopelliti, 2016): street furniture, materialization focused on activities, green, mixed functions, street design.

Diagram



Source: Walkable streets. (n.d.). Chicago YIMBY. <https://chicagoyimby.com/2022/01/city-council-approves-new-pedestrian-streets-in-west-loop.html>





10 Safe crossings

Hypothesis:

Safe crossings on the main roads will strengthen the public space network and the connection between different parts of Moerwijk.

Context

The Erasmusweg is one of the main roads in the road system of Moerwijk. In addition, it is actually a car-based connector with the rest of the city. Based on talks with residents, there is a need for pedestrian-safe and less car-dominated spaces in the main structure of Moerwijk. Residents talked about unsafe crossings which prevent them from going to other parts of the neighborhood except where they live.

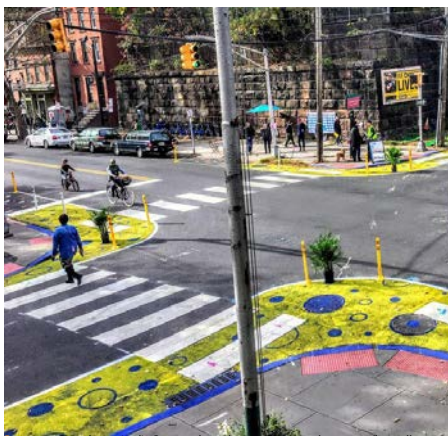
Solution

A set of solutions can improve the safety of the Erasmusweg and the connection between the different parts of the neighborhood. There is a need for attention to creating more spaces for pedestrians and bicycles while reducing the amount of space the car is dominating at the moment.

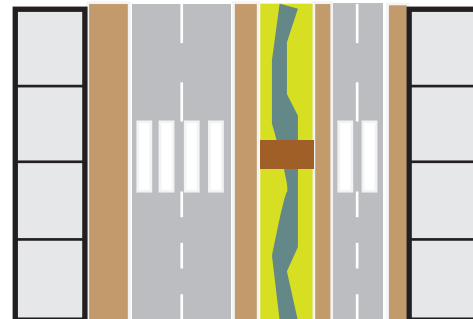
Practical implication

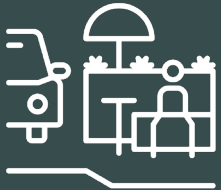
The Erasmusweg is a long traffic road and encloses the north and the south part of Moerwijk. Along this road, the possibilities of crossing need to be implemented in the structure. Currently, on two sides of the park in the middle the space for cars is incredibly present (varies from 2 to 4 lanes). Three points of attention when implementing solutions: Safer crossings, less space for motorized traffic and, more quality public spaces along the Erasmusweg.

Diagram



Source: Crossings. (n.d). Street plans. <https://street-plans.com/jc-walks-pedestrian-enhancement-plan-jersey-city-nj/>





11 Designing the public realm

Hypothesis:

Zoning different functions regarding publicness ensure that there is a legible street on eye level.

Context

Important is to look at the street as an element that can be designed. Currently, in Moerwijk, this is something that is not implicated well. The residential streets are long and monotonous and in the more public areas and streets, the variety of functions and spaces is low. Regeneration and densification could be an impulse to really design the street.

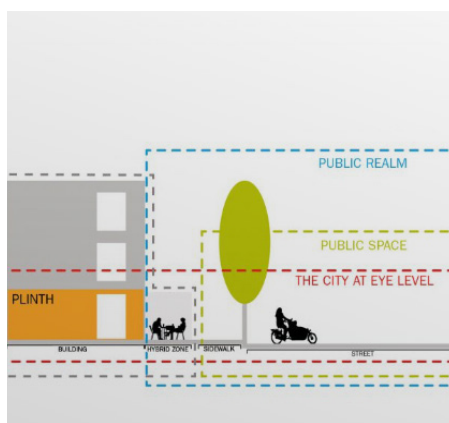
Solution/Theory

“Successful cities are in part shaped by the relationship of built form to space, and the range, variety, and characteristics of the spaces made available: outdoor rooms, civic spaces, promenading routes, night-strips, quiet gardens, little corners to rest awhile favorite meeting places”. (Montgomery, 1998).

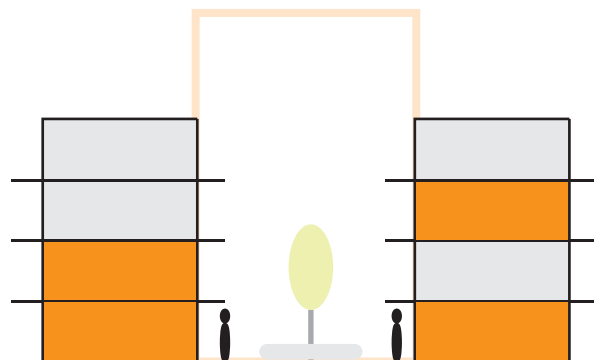
Practical implication

A good manner to implicate this is to look at vertical and horizontal zoning, in which several coveted functional spaces are organized in a manner of recognition and functionality. Currently, in public areas and neighborhood centers, this is something that is not done in a way to attract people for different purposes. Public functions (sports facilities, shops, public services, cafés, etc.) need to be on the plinth of (new) buildings, to ensure that these are accessible and visible to everyone. In addition, living and office/study spaces can be placed on a higher level on the plinth or above. This ensures that there is a logical degree of publicness through one or more buildings alongside the public street.

Diagram



Source: Eye level. (n.d). emma. <https://www.emma.nl/artikelen/de-stad-ontwerpen-op-ooghoogte-placemaking-lessen>





12 Diverse shopping streets

Hypothesis:

Diversification of shopping areas will help to increase vibrancy in neighborhood main streets.

Context

Moerwijk is a district, which can be divided into 4 smaller neighborhoods. All these neighborhoods have areas where shops and public functions/amenities are located. Based on conversations with residents, the diversity of shops and functions in these neighborhood centers does not match the needs of residents in the neighborhood. As a result, residents sometimes go to other parts of the district or city for daily necessities, causing these neighborhoods' main streets to deteriorate.

Solution

A way to bring back vibrancy in these neighborhood main streets is to emphasize meeting the needs of local residents. Currently, residents do not identify themselves with the range of services and functions. For example: On the one hand on Heeswijkplein several plinths are not public due to the private activity of companies and on the other hand, the range of public functions is very monotonous.

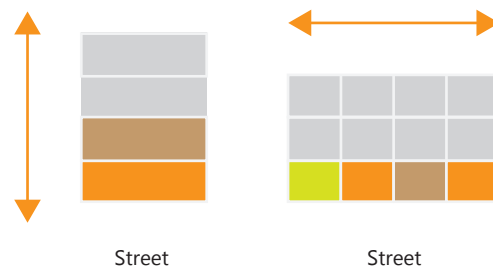
Practical implication

Densification in Moerwijk offers several opportunities to improve the public realm in the neighborhood and its central areas. In redeveloping these areas new building types could be implemented, dependent on the needs of the current and future residents. New space can be introduced to facilitate community spaces, places for work, and upscaling the level of amenities. There needs to be a mix between work, meetings, shopping, and development.

Diagram



Source: Diverse shopping street. (n.d). Panorama streetline. <https://panoramastreetline.com/category/streetlines/europe/united-kingdom/london#t=0&lat=34.307144&lng=-29.531250&z=2>





13 Designing the public street

Hypothesis:

by renovating, reorganizing, and designing public streets, neighborhood centralities can become stronger and more valued.

Context

The fabric of Moerwijk consists of a majority of tightly structured residential neighborhoods. In these different parts of Moerwijk, certain urban centralities are present. However, these areas are often perceived as outdated and monotonous in terms of the physical environment and the content of activities. This results partly in vacancy, nuisance, and neglect in these public areas.

Solution

This pattern covers the problem on a level of design which includes placemaking on the street/neighborhood level. Important is to look at these areas as a place where integrated design can be applied. Densifying and regenerating could support that way of thinking and stimulate that approach of overarching design by integrating different needs on different themes.

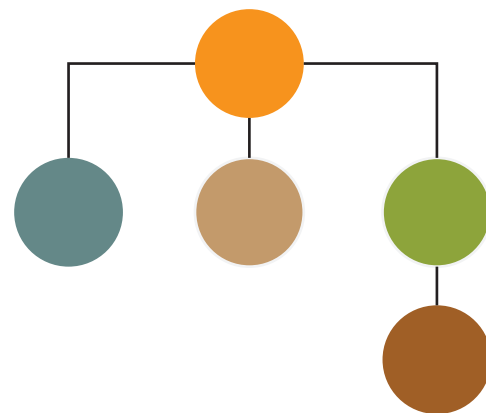
Practical implication

Patterns on a lower level of scale need to be combined and projected on the street level. Therefore, this pattern is encompassing, and it covers different spatial implications from patterns on street and individual space scale.

Diagram



Source: Smart city. (n.d). L'Usine Digitale. <https://www.usine-digitale.fr/article/smart-city-le-quartier-de-quayside-a-toronto-devient-un-laboratoire-d-idees-pour-le-territoire-intelligent.N838325>





14 Adaptable streets

Hypothesis:

Adaptability in street design will help to increase activity in public streets.

Context

In the case of Moerwijk, there are two areas that could be pointed out as the more public and commercial areas in the neighborhood. The building types and the used and vacant spaces in public streets are monotonous and do not facilitate the possibility of adaptability and flexibility. When densifying and creating a higher degree of urbanity, new building types must support a variety of spaces for working and living.

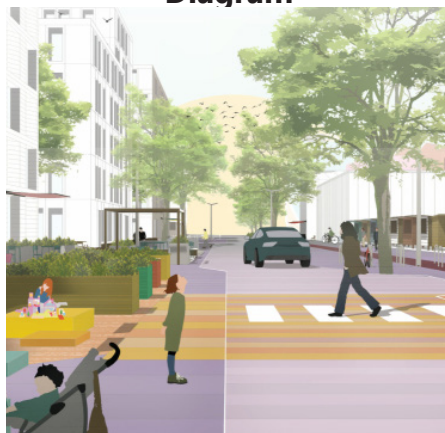
Solution/theory

"There is a variety of building forms that offer such adaptability, and most of them tend to be buildings on several floors with a mixture of room sizes on each floor. Interestingly, whilst loft-living represents the adapting of old warehouses and light industrial accommodation for residential use, there are now many examples of residential accommodation being adapted as offices or studios, even galleries, and cafes. Such forms, for example, mansion blocks and townhouses, are not only adaptable in the types of activity they can accommodate, but also the levels of intensity of activity." (Montgomery, 1998).

Practical implication

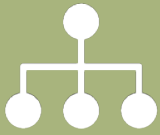
New spaces that will be implemented in new/transformed buildings, should be designed for multi-purpose use. This makes the new spaces flexible and suitable for different uses and accessible to different target groups. Also, in the public realm of the street, the design of new spaces needs to be focused on adaptability and flexibility.

Diagram



Source: Distelweg. (n.d). Unstudio. <https://www.unstudio.com/en/page/14346/distelweg-street-of-the-future>





15 Hierarchy in public space

Hypothesis:

The structure and form of building blocks contribute to perceived permeability and legibility in neighborhoods.

Context

As mentioned before, the structure of Moerwijk is typical for a post-war neighborhood. One of the characterizations of the public/communal domain is that there is a lot of (green) space, but no clear division between different kinds of public spaces. For example, in most of these communal gardens, there is no division between open space and functional space. There is a lot of room to improve this and ensuring that there is a hierarchy will help to make public spaces more legible.

Solution/Theory

In many cases, it appears that the simple addition of an enclosure is enough to transform the space. Suddenly, out of an assertion of ownership, a new territorial entity emerges: "A boundary is not that at which something stops but, as the Greeks recognized, the boundary is that from which something begins its presenting" (emphasis in original, Heidegger 1971, 154 cited in Casey 690).

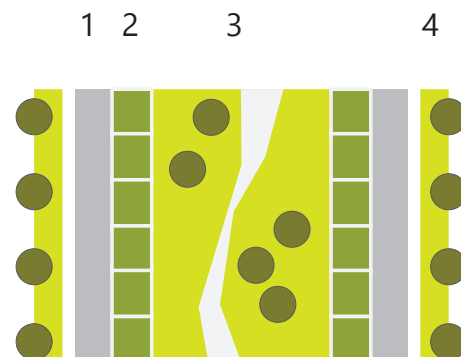
Practical implication

Practical, this simply means that space needs to be defined. This can be done by implementing different functions because then space is defined as dependent on what is happening in that space. Another example is the use of boundaries. Defining where a space starts and where it ends. Especially in the communal gardens, this can be an important tool to give space more meaning.

Diagram



Source: Hierarchy in space. (n.d). <http://kth.diva-portal.org/smash/get/diva2:910671/FULLTEXT02.pdf>





16 Reorganizing building blocks

Hypothesis:

The structure and form of building blocks contribute to perceived permeability and legibility in neighborhoods.

Context

In Moerwijk the building blocks are organized in a typical post-war structure, especially strip construction. Because the neighborhood is built in this way, these building blocks form large spaces within the open blocks. In addition, when walking along these residential building blocks alongside the main axes of the neighborhood, a lack of human scale and interaction with the buildings is experienced.

Solution/Theory

'Closely related to considerations of scale are those to do with city blocks. Two points can be made. The first is that most (not necessarily all) city blocks must be short, thus providing more streets to walk down and more opportunities to turn corners. This can also be achieved where the street pattern includes alleys, ginnels, and courtyards. All of these serve to increase the permeability of an area, and therefore its potential 'footfall', and in turn, increases the number of economically viable points for trading (providing there are units to trade from)'. (Montgomery, 1998).

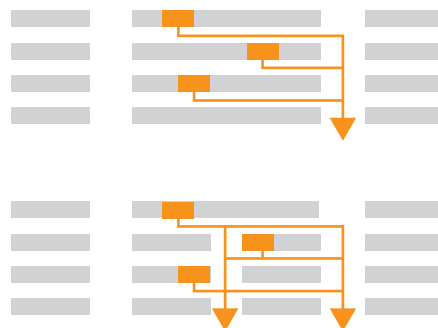
Practical implication

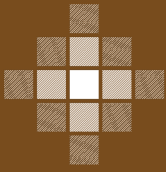
New building types need to be different from the existing morphological structure to achieve more variation in walking routes and kinds of spaces. When transforming existing building blocks, a reflection should be made on whether a part of the block can be transformed/replaced by another volume to ensure that there will be a variety of street corners where new functions can be placed.

Diagram



Source: Orthogonal grid. (n.d). Arch daily. <https://www.archdaily.com/949094/orthogonal-grids-and-their-variations-in-17-cities-viewed-from-above/5f7738f463c017ae2200095a-orthogonal-grids-and-their-variations-in-17-cities-viewed-from-above-image>





17 Neighborhood centers

Hypothesis:

Identifying and strengthening neighborhood centers will help to form connections in Moerwijk.

Context

Moerwijk consists of 4 neighborhoods within the bigger district. These neighborhoods are built up quietly the same: mid-rise residential buildings, a significant amount of green, car-based, and a neighborhood center. These neighborhoods have different characteristics and have different degrees of publicness. The problem is that these centers neither complement nor reinforce each other. Based on discussions, it is striking that the potential of these centers is not fully utilized.

Solution/theory

From a higher level of scale, regenerating and redeveloping these neighborhood centers can form the backbone of the neighborhood. Starting with densifying around these cores, new public spaces and functions will arise that will improve the public realm of the neighborhood. Using the centers that are already present is a way of designing the backbone of Moerwijk and a way to improve and construct a network of spaces.

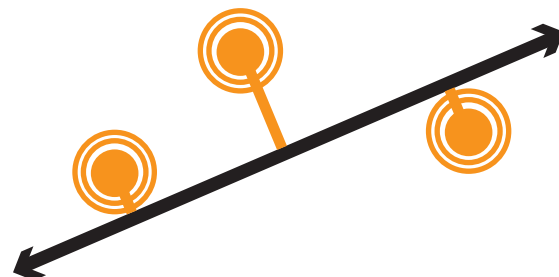
Practical implication

The different neighborhood centralities, covered in this project, have all different characteristics. The scale of the Erasmusweg is different from the scale of the Jan Luykenlaan. Different variants of densification will be implemented in these different spaces. Important is that these areas will be re-designed as stronger centralities.

Diagram



Source: Centralities. (n.d). Portland online. <https://www.portlandonline.com/portlandplan/index.cfm?c=54644&a=343306>





18 Place meaning

Hypothesis:

Social meaningful spaces help form communities in residential neighborhoods.

Context

Currently, there are too many spaces in Moerwijk where there is no bonding with the place. Especially in the spaces where you would expect something as place meaning: public areas with a high concentration of functions. This has to do with several complications such as missing a whole of facilities that make the space attractive for Moerwijk. Especially if we look at the Jan Luykenlaan and Heeswijkplein, these are places with potential but a disconnection with residential needs.

Solution/theory

[...] the aspect of place meaning where space becomes meaningful when it is useful, when it supports activities that are symbolically and culturally meaningful to individuals or groups, and when it supports sociability. Usefulness is the ability of the environment to satisfy basic needs for shopping, eating, entertainment, and so on, and special needs to gather, display, express, discuss, debate, demand, and protest. (Mehta, 2014)

Practical implication

Densification in Moerwijk does not only mean the increase of residential buildings, but also the increase in amenities and functions. It is important that new functions and amenities have a certain connection with the residents. Missing functions and amenities need to be implemented in the newly designed main structure of the neighborhood while paying attention to the local scale of the neighborhood. Creating workspaces for production, centers where people can interact, and meeting spaces in communal spaces can give new spaces meaning.

Diagram



Source: Public square. (n.d). CNU. <https://www.cnu.org/publicsquare/2017/04/27/great-idea-mixed-use-urban-centers>





19 Embrace local initiatives

Hypothesis:

Giving people the (spatial) opportunity to organize and participate in activities, can help improve bonding with space.

Context

While speaking with people in Moerwijk, I noticed that there is happening a lot regarding initiatives that help to improve public space. This varies from painting facades in shopping streets to the planting of vegetable gardens. What strikes me is that these initiatives often arise from a certain dissatisfaction with the current space but help to achieve more social interaction. With new developments in the neighborhood, it is important to keep room for these kinds of initiatives.

Solution

It is important that, while redesigning areas, contact with the residents is maintained. It can be, for instance, promoting if there can be made some adjustments by the residents in the spaces as public streets, like the example of the painted facades. These kinds of activities can help strengthen the community feeling between residents, while the space surrounding them feels more like their communal good. Community centers can be an important chain in this approach like there are now.

Practical implication

Especially looking at public areas, it is important to leave room for change. Also in newly designed areas, initiatives described above can help strengthen the bonding between people and the place. Implementing spaces for activity, such as urban agriculture, playgrounds, and places to meet ensures that public areas will be used more often throughout the day.

Diagram



Source: Street art. (n.d.). artcenter. <https://artcenter.org/blog/welcome-new-board-2020/>





20 Neighborhood main street

Hypothesis:

Main streets in neighborhoods improve social interaction on neighborhood level.

Context

Several commercial centers are located in Moerwijk: Betje Wolffstraat, Heeswijkplein, and Jan Luykenlaan. As mentioned before, there is a lack of activity and the facilities do not meet the needs of the residents. In addition, these areas are not designed as places to stay (except for Heeswijkplein). Implementing the principle of the main street or commercial street can help to improve these areas into places where residents can meet.

Solution/theory

The theory of Vikas Mehta is used to describe what elements are needed in the design of a neighborhood commercial street. In the paper by Vikas Mehta (2007) called 'Lively streets – Determining environmental characteristics to support social behavior', he investigated [...] "what microscale physical characteristics and uses are able to support stationary and social activities on neighborhood commercial streets [...]". These elements are shown in the diagram below, which is forming the base for the practical implication.

Practical implication

To implement this pattern, the aforementioned diagram can be used to analyze what elements are already present in these public areas and what elements are not. By comparing these qualities with the actual situation, a reflection can be made on what is missing. Based on this, elements from the different factors can be implemented in the current or new situation.

Diagram



Source: Main street. (n.d). Hofkwartier Den Haag. <https://www.hofkwartierdenhaag.nl/>



Source: Five dimensions of public space. Source: Lively streets (Mehta, 2007)





21 Social communal gardens

Hypothesis:

Designing communal gardens according to the 'social collective' principle stimulates social interaction in communal gardens.

Context

One of the characteristics of Moerwijk is the presence of communal inner courts between the post-war residential buildings. As mentioned before, in these inner courts between the medium-rise residential buildings, the public space is often monotonous, less legible and there is a lack of activity. There are design principles that can help to arrange this space in a social stimulative manner.

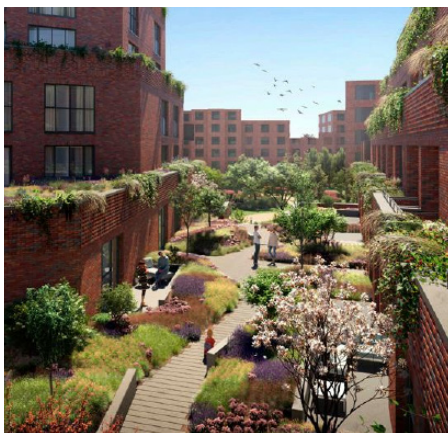
Solution/theory

In the research by Meulenberg & Vos (2012) called 'Een onderzoek naar het toepassen van groene collectieve ruimtes in woongebieden', the application of collective gardens is investigated. One of the applications of collective gardens is the social collective garden. Some characteristics of the social collective gardens are residents are responsible for managing these spaces, the space borders directly on private gardens, and functions are centralized in the collective garden.

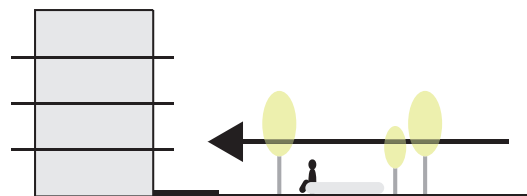
Practical implication

To create more social space in these communal gardens, the approach of the design needs to be on the layout of the social collective garden. This means that dwellings on ground level need to be connected to these inner courts, that there is room for functional and social space in the center of these kinds of gardens, and that there is a clear division between communal space and public space.

Diagram

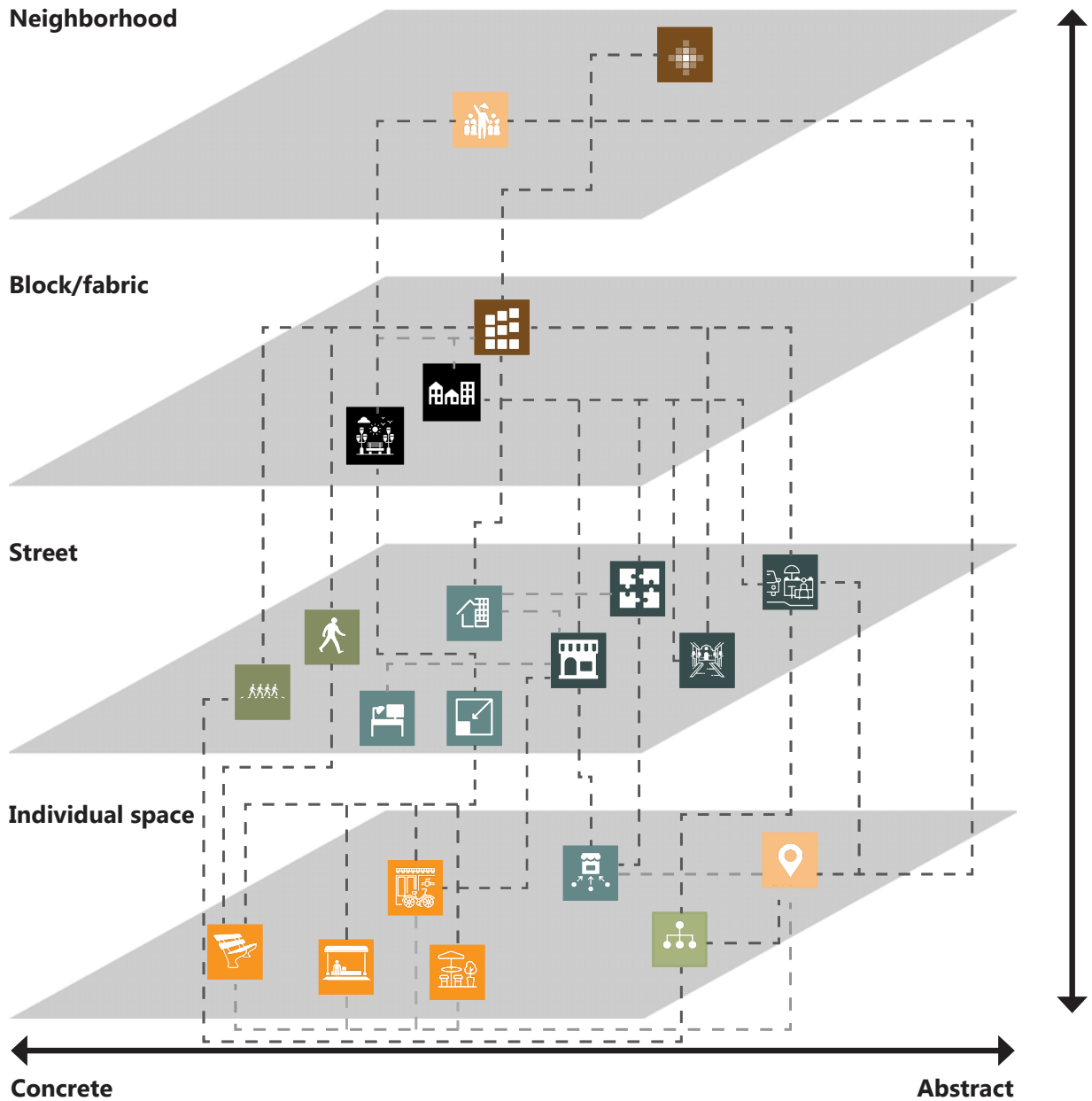


Source: Inner court. (n.d.). Zuidas. <https://zuidas.nl/blog/2021/11/22/bouw-van-101-appartementen-the-newton-gestart/>



6 Pattern language

5.3 Pattern field relations



Related with pattern from different level(s) of scale []
Related with pattern from same level of scale []



Testing scenarios in local design

7

7 Testing scenarios in local design

7.1 Introduction

In chapter 4 Research by design, several scenarios are discussed regarding the role of the Erasmusweg in Moerwijk and the Hague. In this chapter, the purpose is to reflect on that by looking at what the influence of these scenarios is on one of the pointed crucial locations in Moerwijk (as shown in figure 7.1). On the next page the different scenarios for the Erasmusweg are shown again. In the green corridor scenario, the existing centralities will be strengthened by implementing new housing, functions, and public areas. Furthermore, in this

scenario the neighborhood centralities will be complementary. In the neighborhood main street scenario, there will be a certain interaction between the existing neighborhood centers and the Erasmusweg. And in the city corridor scenario, the center of gravity altogether shifts to the Erasmusweg. This will be illustrated by showing sections, maps, diagrams, and impressions. In addition, a link with the pattern language is made to show what patterns will be implemented in what scenario and which area.



Figure 7.1 Vision map Moerwijk. Source: made by author

7 Testing scenarios in local design

7.2 Jan Luykenlaan & Van Baerlestraat

The focal point of the design is Jan Luykenlaan and Van Baerlestraat. Currently, these are the streets with the highest concentration of functions in this part of the neighborhood. As mentioned, this is the main reason why this is an interesting area for densification and creating space for social interaction. The functions in Jan Luyken Avenue are monotonous and do not meet the current needs of residents. As shown in the cutout in Figure 7.8, there is a lot of space reserved for cars, making Jan Luykenlaan not a place to stay.

Looking at Van Baerlestraat, the same problem occurs. A lot of space is reserved for cars, and some functions are located in the buildings. However, this street is much narrower than Jan Luykenlaan and there is a lower density.

The following pages will show the design process related to creating social space in this area by placing new volumes and creating transition zones. The emphasis will be on the interaction between private and public space and the difference in the degree of publicness in Jan Luykenlaan and Van Baerlestraat.

As a base, two scenarios for the Erasmusweg are used for design testing in the area of interest (figure 7.2). First the green corridor, a scenario wherein the Jan Luykenlaan will be more important for Moerwijk in terms of densification

and the diversity and implementation of (new) functions. And second the neighborhood main street scenario, wherein the focus in the area of interest, Jan Luykenlaan, will be more on transforming existing buildings and creating social space. At the end of the chapter the scenarios will be compared by showing several drawings.

Green corridor



Neighborhood mainstreet



Figure 7.2 Current situation Jan Luykenlaan. Source: made by author

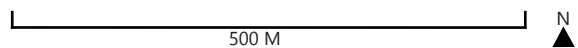
7 Testing scenarios in local design



- Supermarket
- Sports
- Meeting function
- Other
- Shops
- Industry
- Healthcare
- Schools

- Residential buildings
- Commercial area

Figure 7.3 Current situation Jan Luykenlaan. Source: made by author



7 Testing scenarios in local design

Jan Luykenlaan



Figure 7.4 Public plinth Jan Luykenlaan. Source: Google street view



Figure 7.5 Entrance of the street (near Moerweg). Google street view

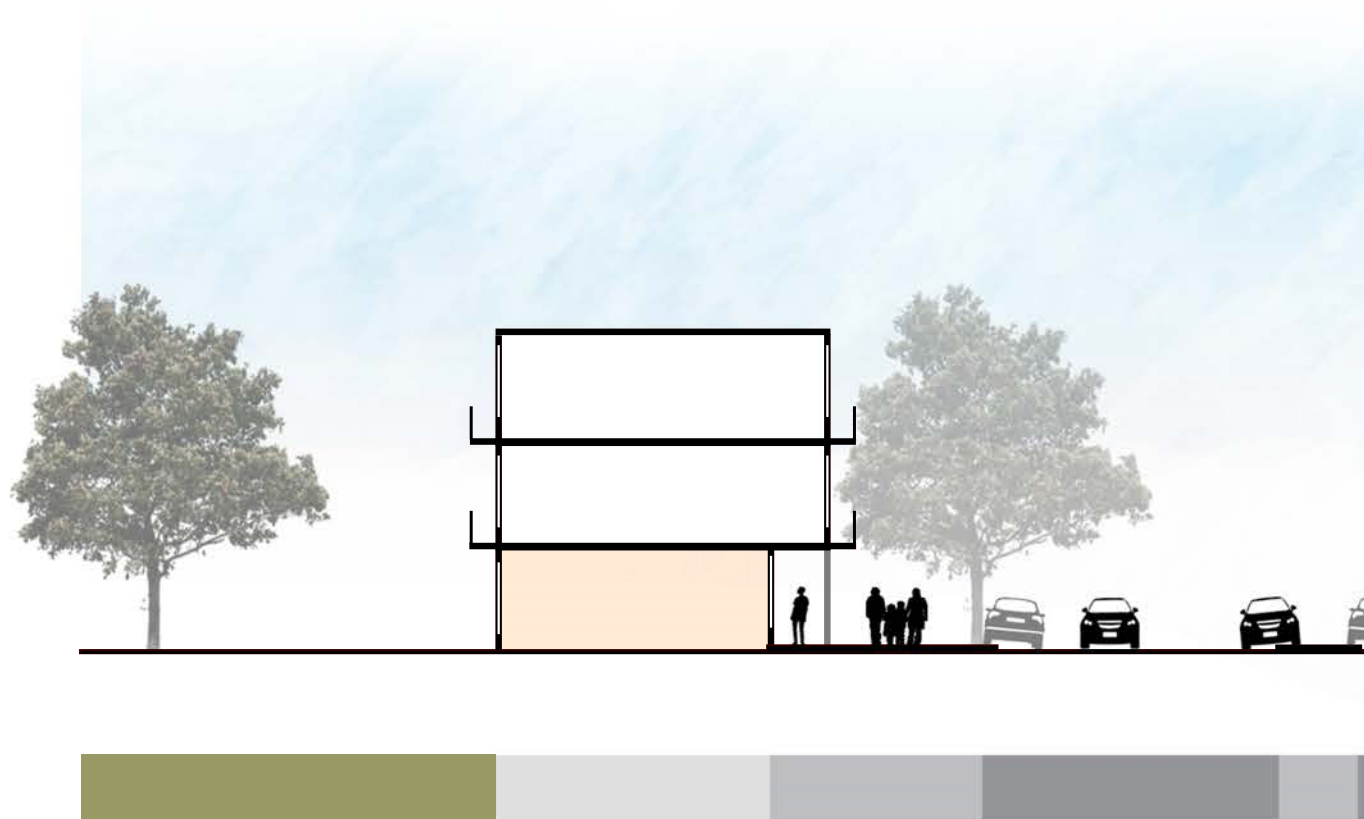


Figure 7.8 Section of the current situation of the Jan Luykenlaan. Source: made by author

7 Testing scenarios in local design



Figure 7.6 Street corner Jan Luykenlaan. Source: Google street view



Figure 7.7 Entrance of communal garden. Source: Google street view



7 Testing scenarios in local design

Van Baerlestraat



Figure 7.9 Functions in Van Baerlestraat. Source: Google street view



Figure 7.10 Entrance of communal garden. Source: Google street view

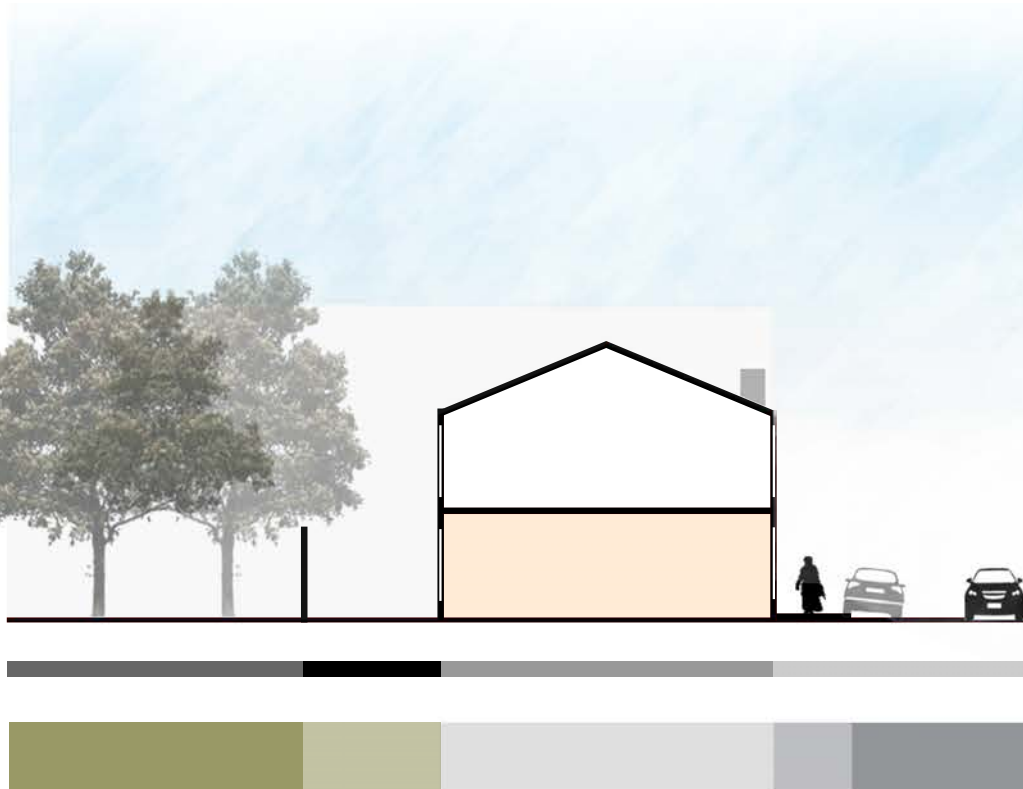


Figure 7.13 Section of the current situation of Van Baerlestraat. Source: made by author

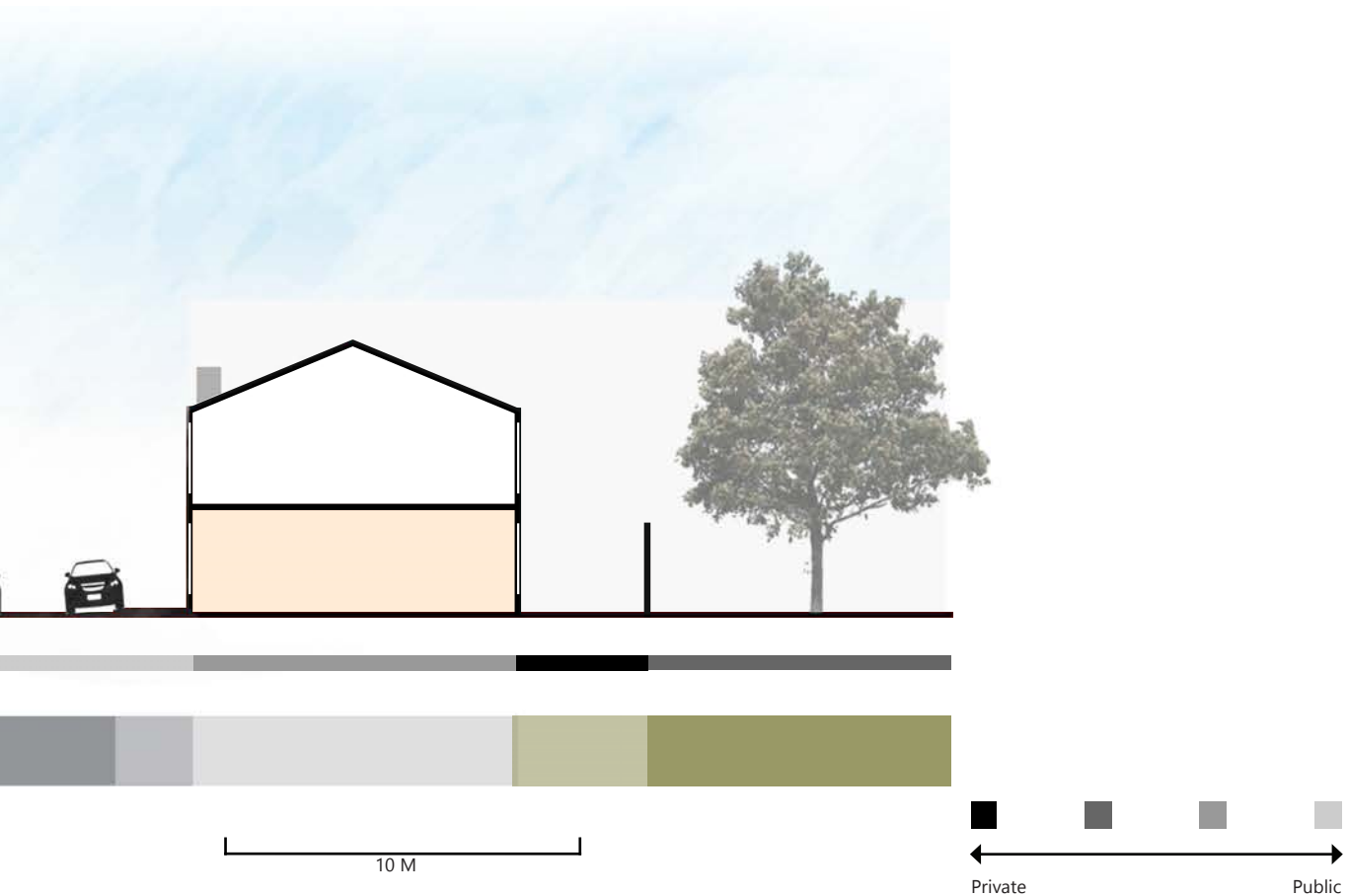
7 Testing scenarios in local design



Figure 7.11 Plinths in Van Baerlestraat. Source: Google street view



Figure 7.12 Entrance of Van Baerlestraat. Source: Google street view



7 Testing scenarios in local design

7.3 Design process

After the initial analysis of the area, a more in-depth analysis is carried out by constantly switching between design and analysis. In this process, the interaction between the placement of new volumes, the creation of transition zones and social space is clearly visible. Experiments in this part of the process greatly influenced the final design of Jan Luykenlaan and Van Baerlestraat. Central to this was the use of the

existing qualities to improve the area. In addition, an analysis of the degree of publicness was made, in order to strengthen this relationship and interaction. The placement of the new volumes and the configuration of new public spaces is therefore the main theme of the next set of drawings, which will result in the master plan of Jan Luykenlaan and Van Baerlestraat.

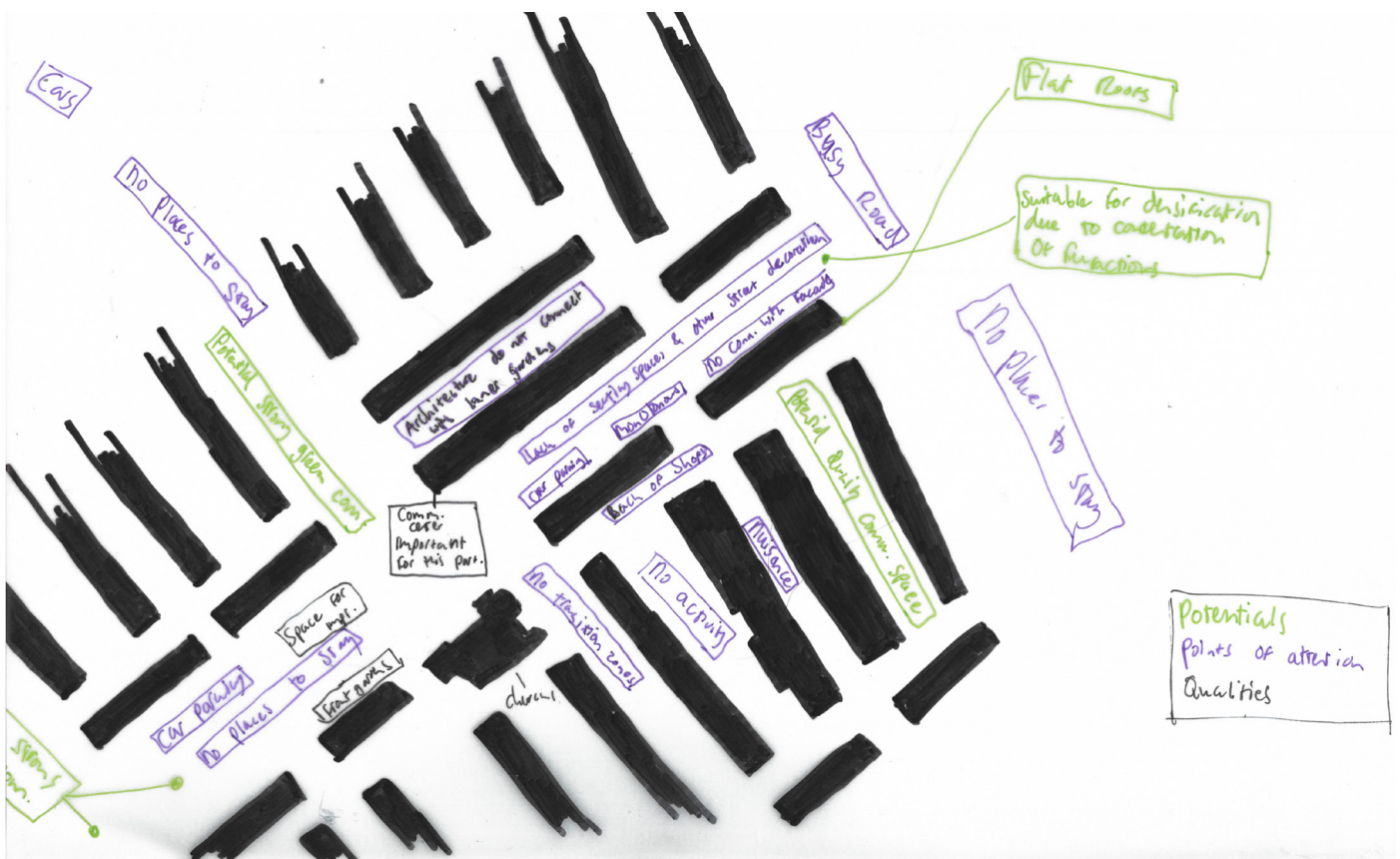


Figure 7.14 Sketch: softmap with potentials, points of attention and qualities

7 Testing scenarios in local design

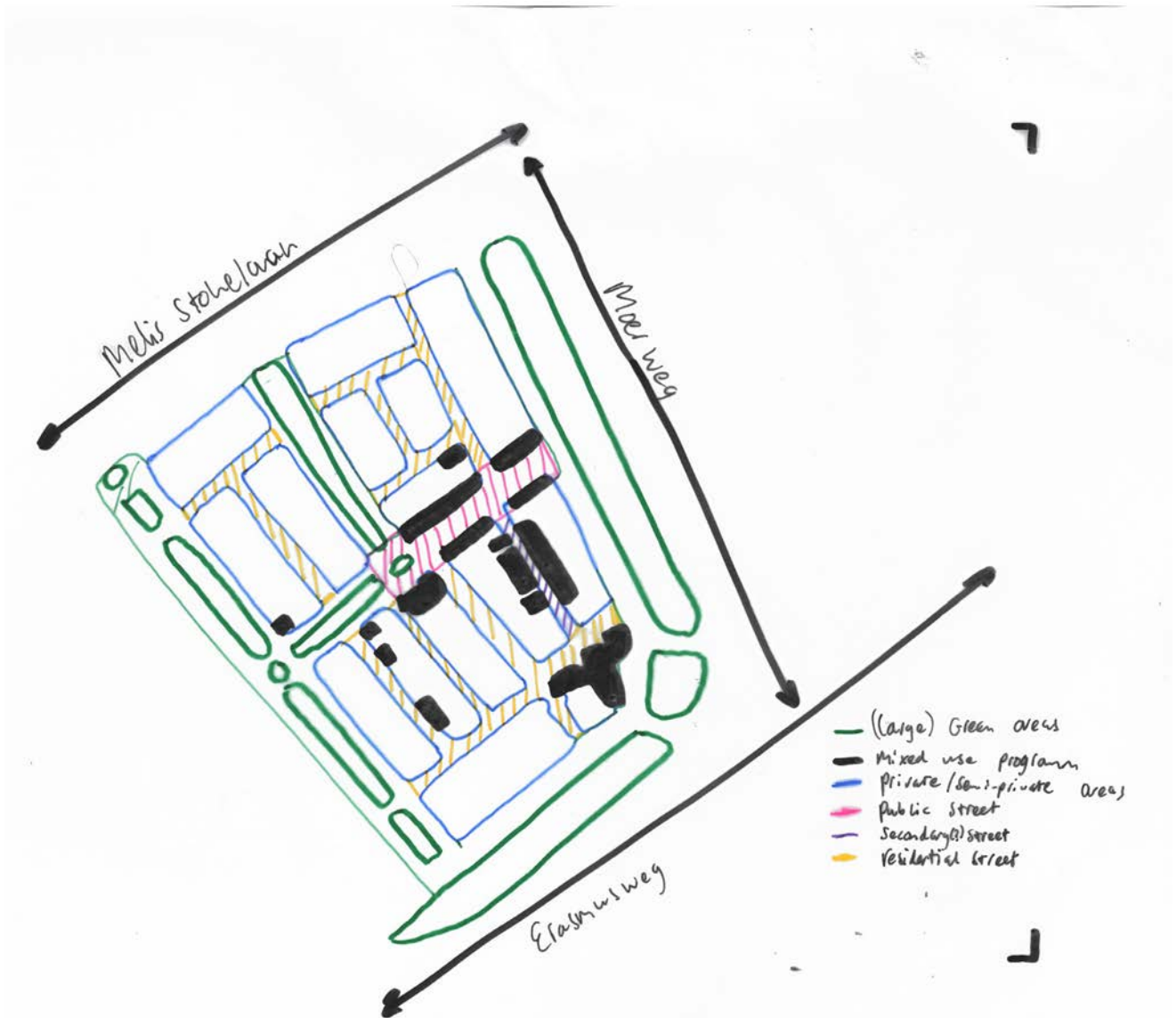


Figure 7.15 Sketch: Map with the degree 'publicness' in the area of interest

7 Testing scenarios in local design

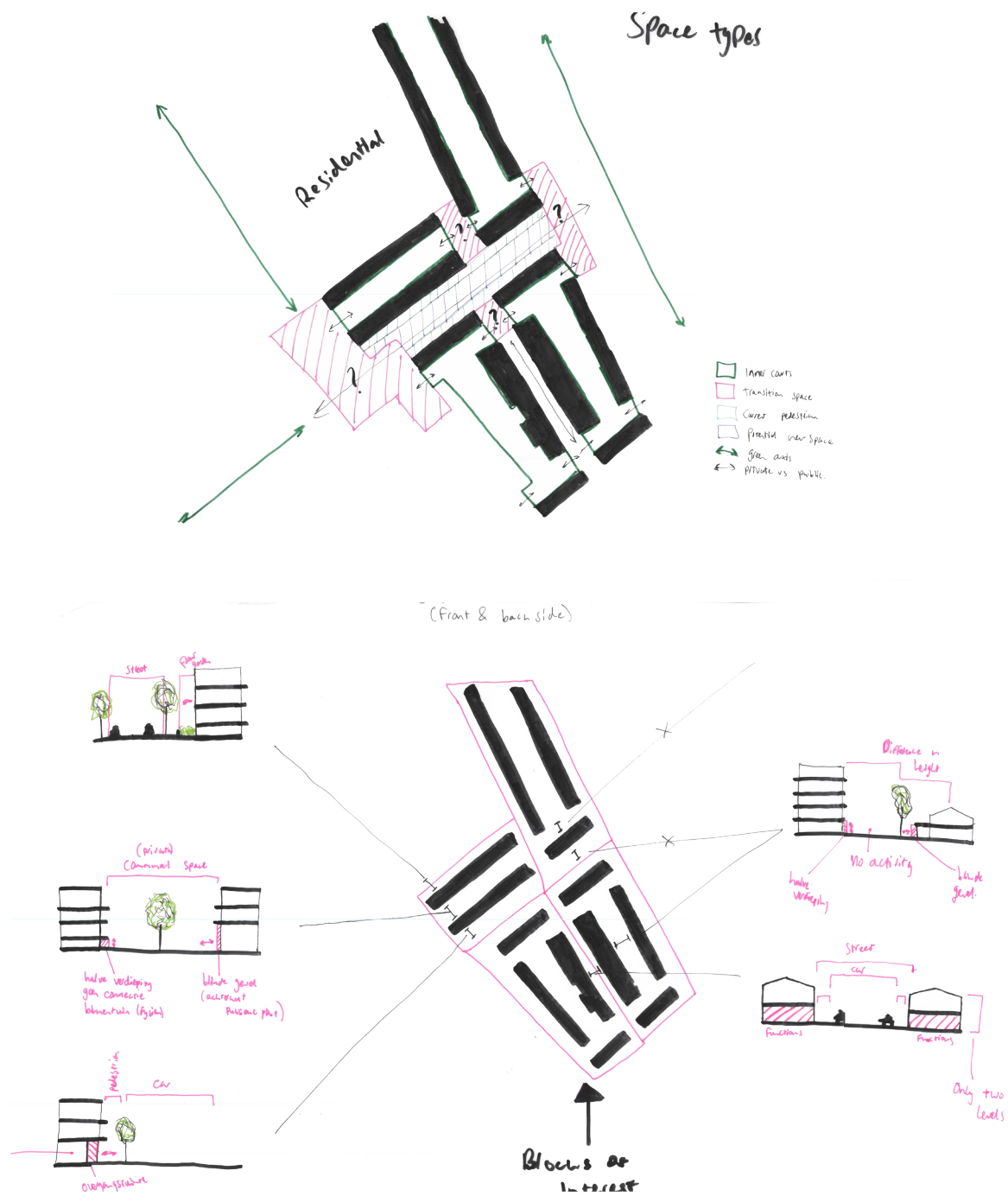


Figure 7.16 Sketches: important transition zones around the Jan Luykenlaan

7 Testing scenarios in local design

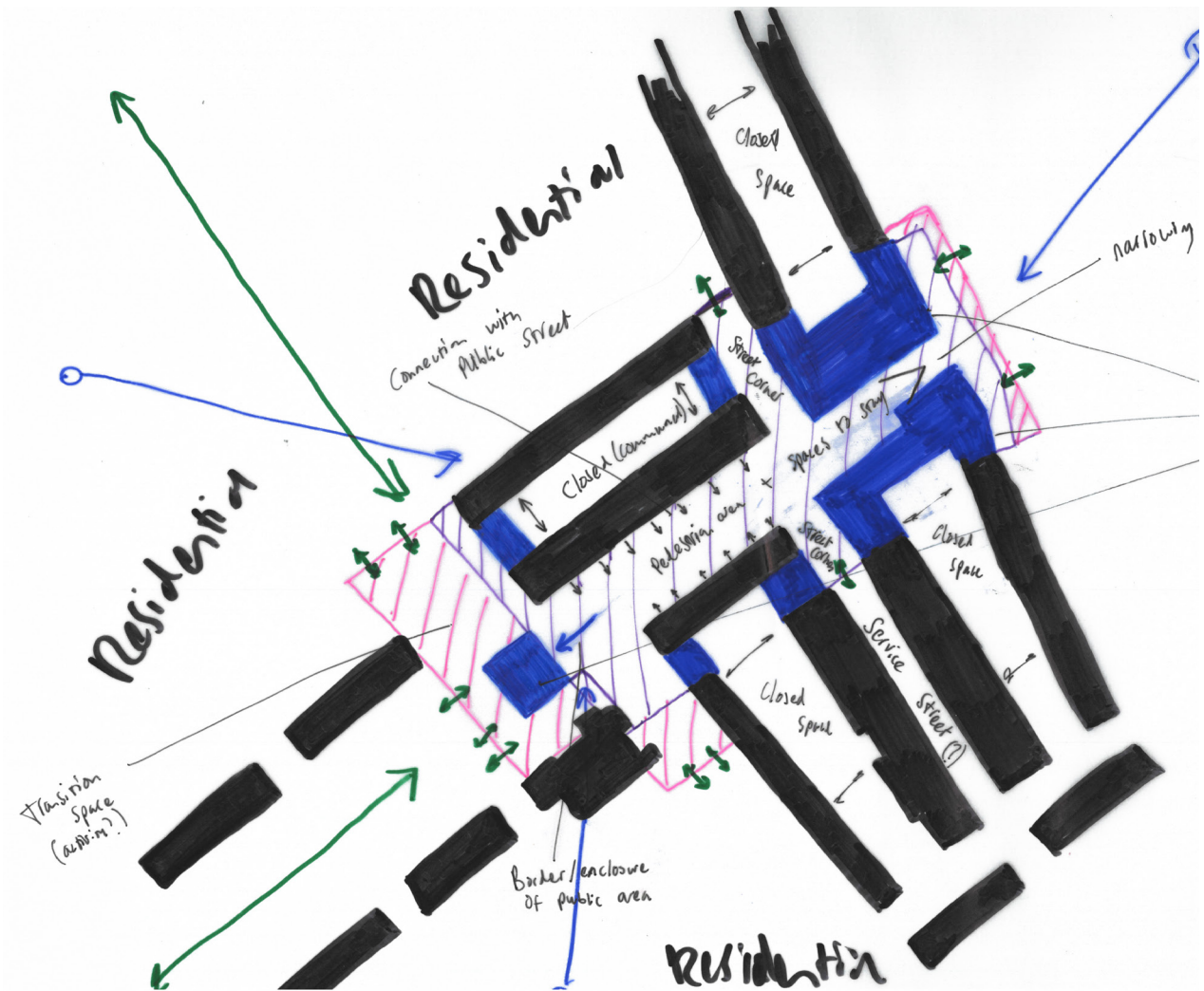


Figure 7.17 Sketch: Potential public and private spaces with transition zones

7 Testing scenarios in local design

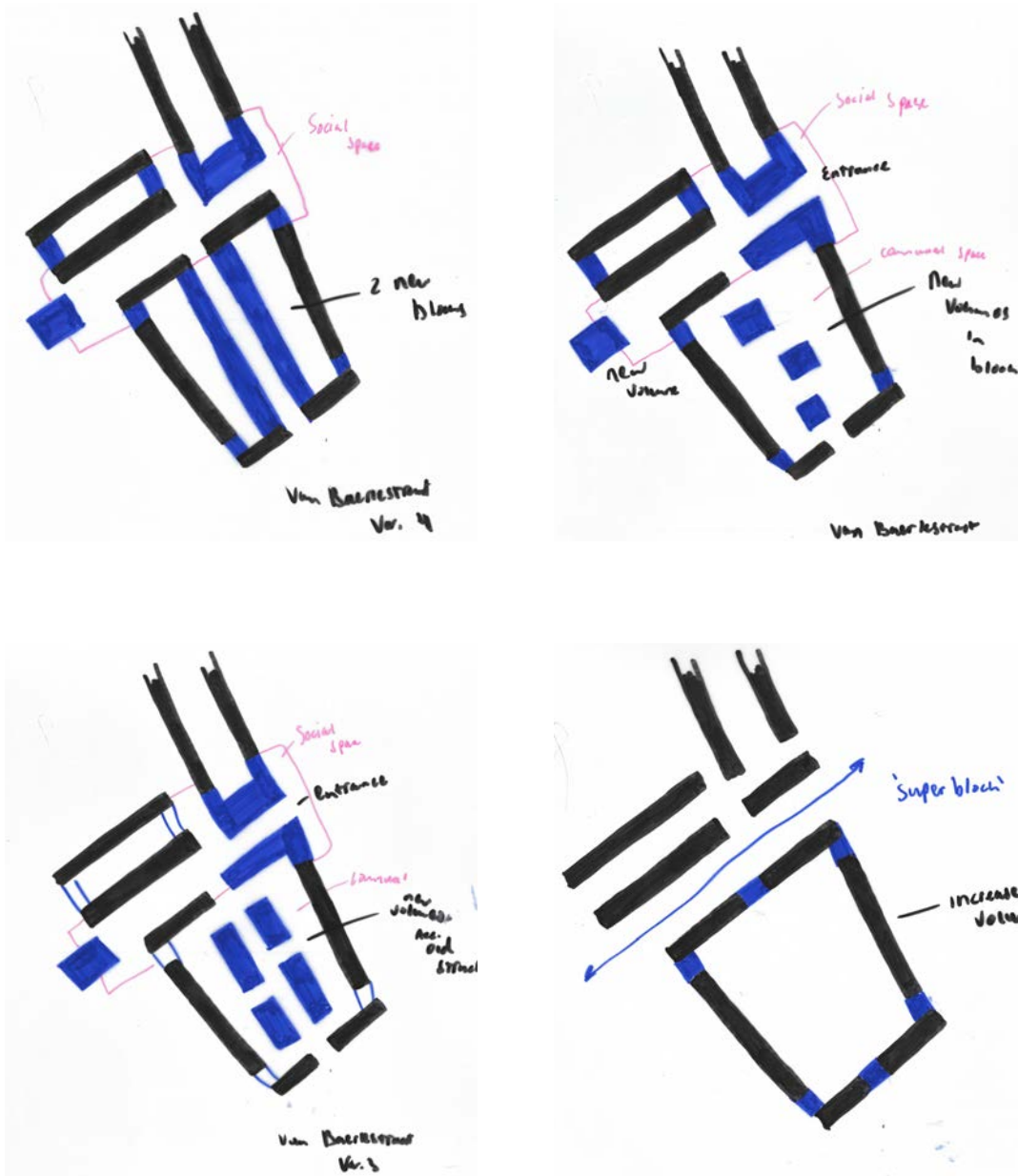


Figure 7.18 Sketches: Different options for Va Baerlestraat

7 Testing scenarios in local design

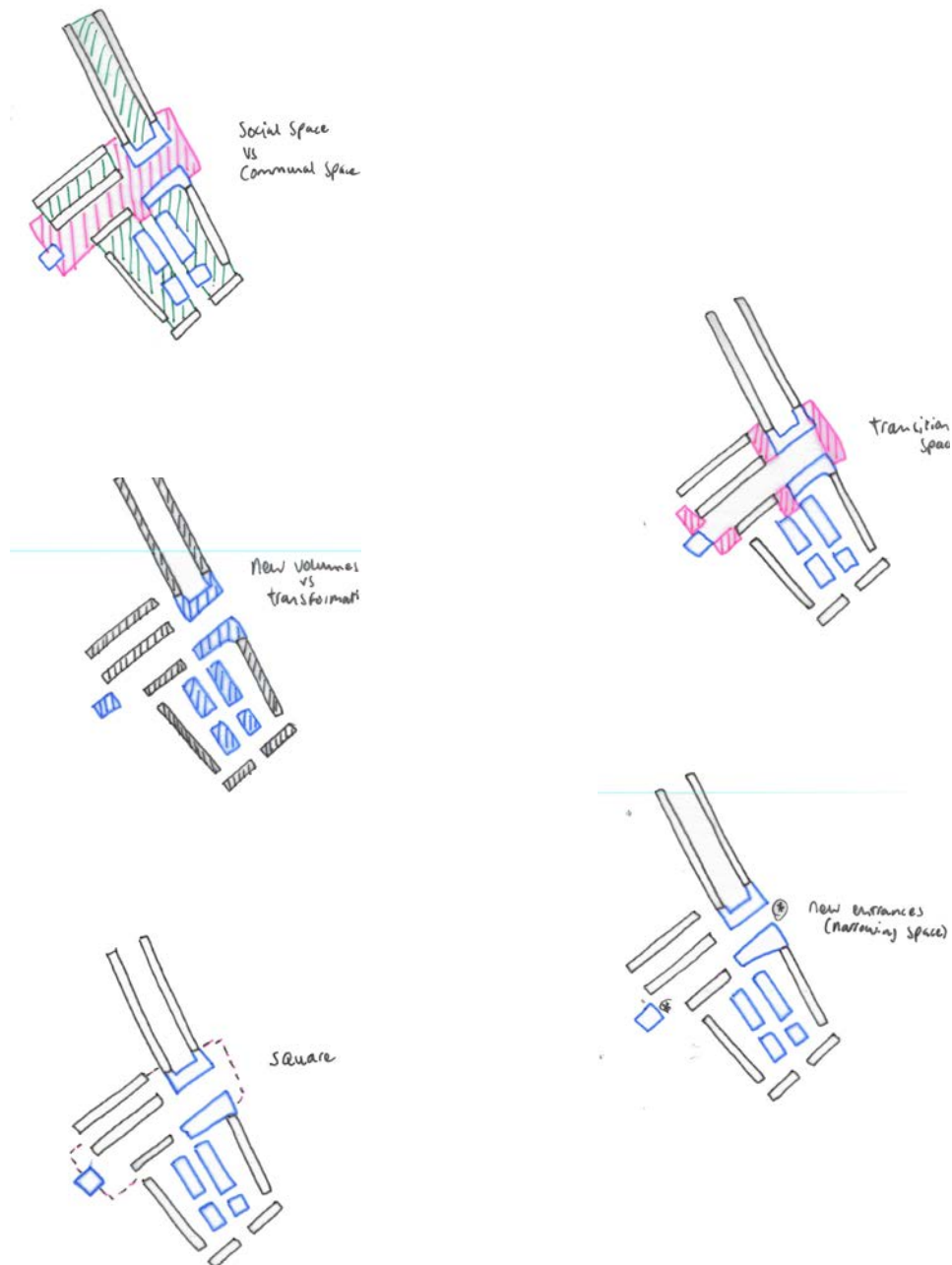


Figure 7.19 Sketches: Design principles

7 Testing scenarios in local design

7.4 Scenario 1

Masterplan

The process of sketching in the previous section of this chapter shows the choices made regarding the division of space in the focus area. The main development visualized in the design for Jan Luykenlaan and Van Baerlestraat is the introduction of new space types in the area, partly through the placement of new volumes. On the previous page, a conceptual collage shows the qualities envisioned for the area, especially for Jan Luykenlaan.

The master plan on this page shows how and where new volumes will be placed and what this means for the space between the buildings. As shown, the Jan Luykenlaan will act more as a square instead of a street in the new situation. New volumes are situated mostly at the edge of the street, to create new entrances and smaller transition zones towards the more residential areas. Towards the Moerweg, the new volumes will form a narrower entrance to the street. In the plinths of these volumes, which are located quite centrally on purpose, there will be room for new multi-functional spaces (work/study). Around the square itself, the existing buildings will stay, but these dwellings will be transformed. There will be an increase in volume by building on top of these existing buildings. The functions that will be placed here will be the same as the existing ones.

On the other side of the square toward the extension of Jan Luykenlaan, a centrally placed new building will have the mix of a supermarket and residential function.

The Van Baerlestraat will also be transformed. As shown in the previous section of this chapter, the space in the street is mostly reserved for cars. In addition, the density is low, and there is a certain concentration of functions. The Van Baerlestraat will act more as a pedestrian street in the new situation, where new volumes with higher density will be placed on the current footprint of the existing buildings. Important is that the functions and small facilities will return in these newly created spaces so that current entrepreneurs will have the chance to keep their businesses in this transformed street. The density and degree of publicness will be lower than the new situation around the square.

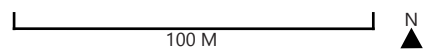
Eventually, the courtyards will be redesigned. The emphasis will be on creating different types of spaces between these large communal gardens. A division will be made between private, movement, and activity spaces.

In the following pages, the design for this focus area is further elaborated on through various drawings and diagrams.

7 Testing scenarios in local design

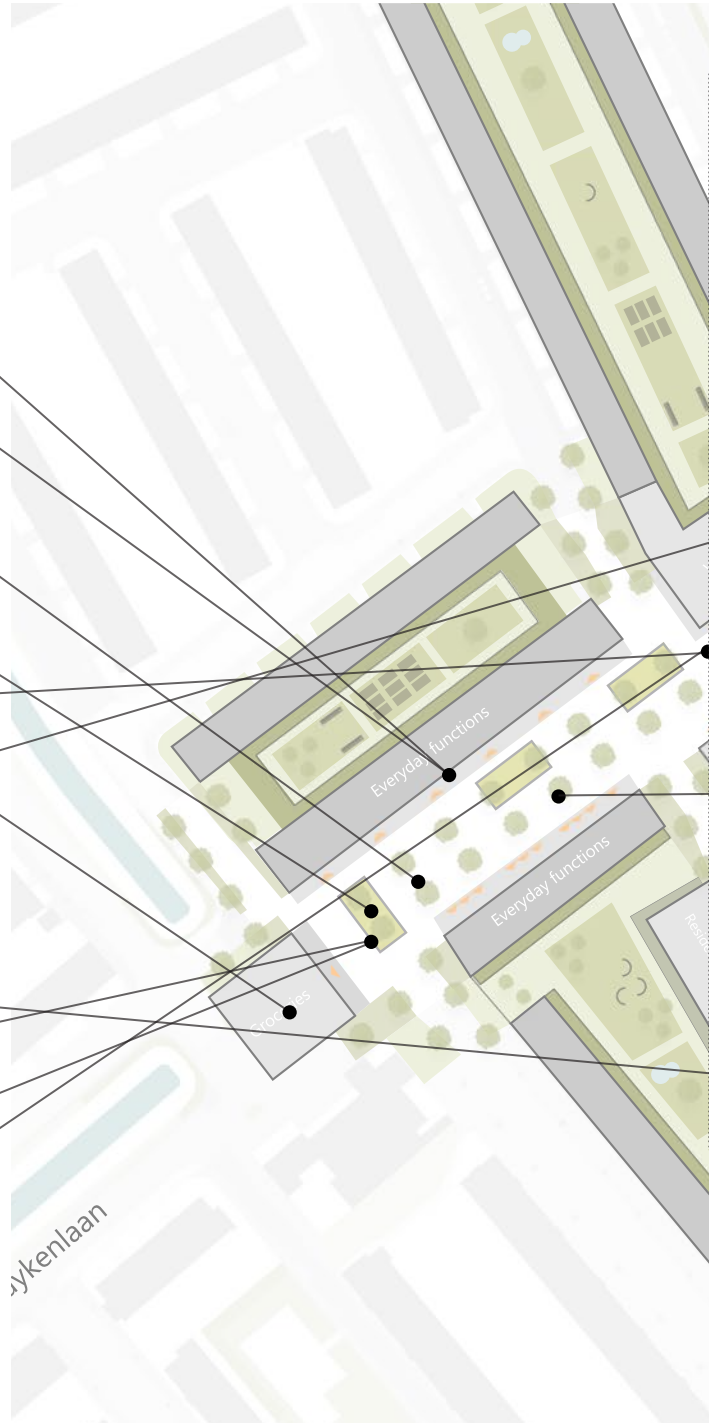


Figure 7.20 Masterplan Jan Luykenlaan & Van Baerlesstraat. Source: made by author



7 Testing scenarios in local design

Masterplan: Patterns



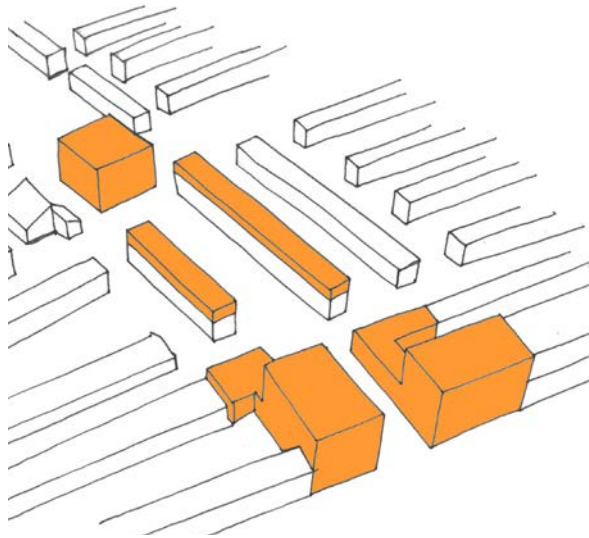
7 Testing scenarios in local design



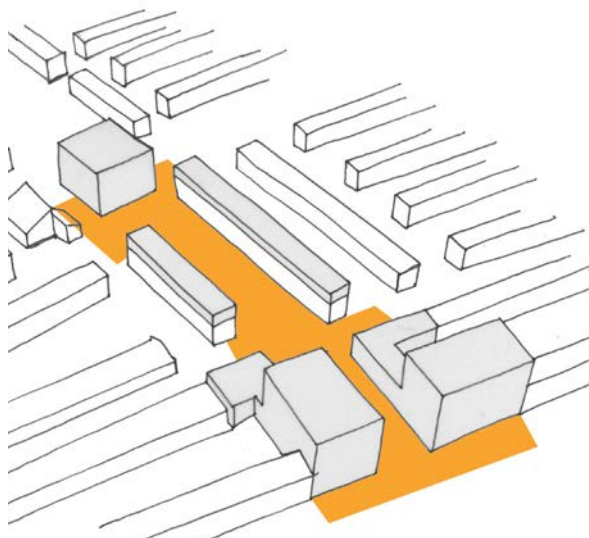
Figure 7.21 Implementation of patterns. Source: made by author

7 Testing scenarios in local design

Jan Luykenlaan: Volumes



New volumes 





New volumes 
Square 

Figure 7.22 & 7.23 Diagrams of the Jan Luykenlaan

7 Testing scenarios in local design

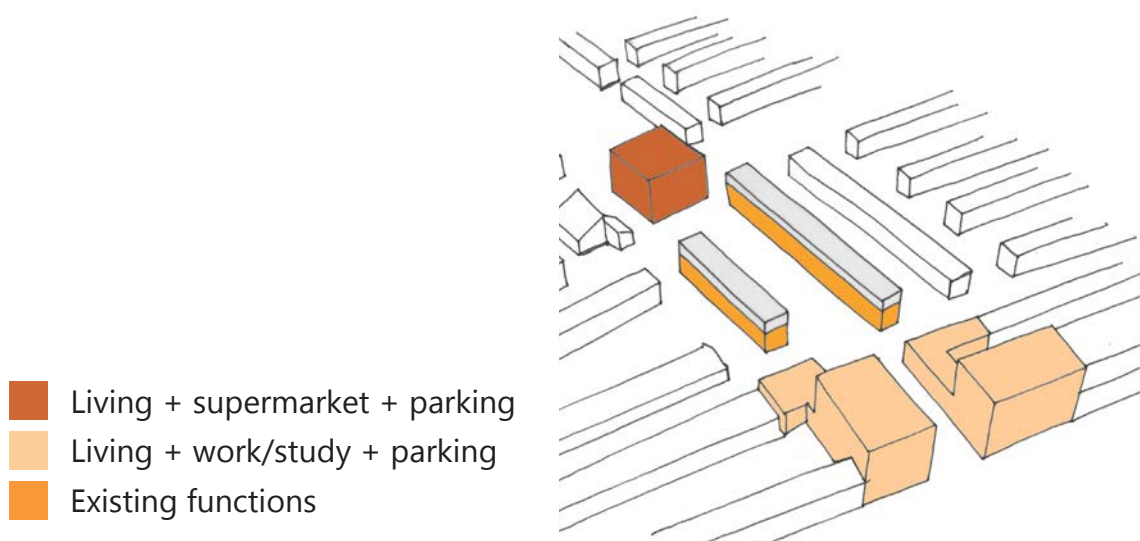
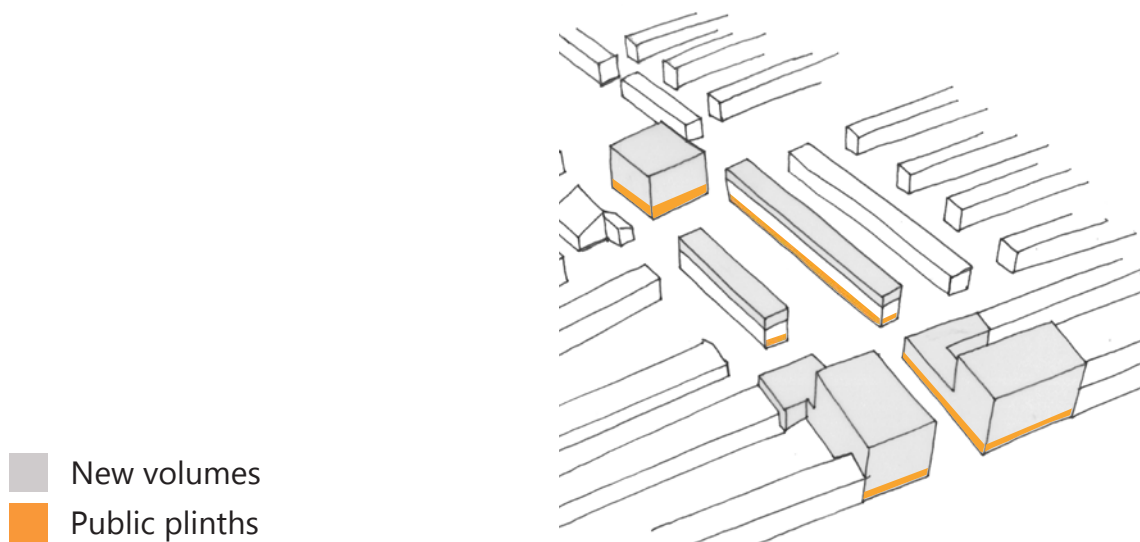


Figure 7.24 & 7.25 Diagrams of the Jan Luykenlaan

7 Testing scenarios in local design

Jan Luykenlaan & Van Baerlestraat: Typologies and strategy

The design proposal of this concentration area in Moerwijk will include a mix of different building types. On the one hand, many existing houses will be transformed, this also applies to houses in the other parts of the district. However, in this area of interest for densification, some additions will be made to the existing buildings to increase volume and density (as shown in Chapter "3 Densification"). As mentioned earlier, the existing buildings in this part of the district are owned by various housing corporations. Therefore, modifications that will be made to these existing buildings must be made by these housing corporations.

The new volumes will include varying degrees of density and different types of housing. At the edges of the new square, these new buildings will have a higher density than the new buildings on Van Baerlestraat. In the new entrance near Moerweg, the new buildings will have a central position in both the master plan and the neighborhood as a whole. This makes room for high-density volumes and neighborhood-specific functions such as multi-functional work and study spaces combined with housing.

The method of densification of this part of the plan will be primarily the replacement of existing buildings. Therefore, there is an opportunity to develop new building types, different from the

existing post-war structure. Currently, these buildings and land are owned by housing corporations, focused on social housing. To ensure that there is a mix between different housing types, a cooperation between project developers and housing corporations is needed. In addition, developing new buildings at the edge of the street, in a central location, also creates the possibility of providing parking spaces under these buildings. This is necessary if the square is to become a pedestrian area.

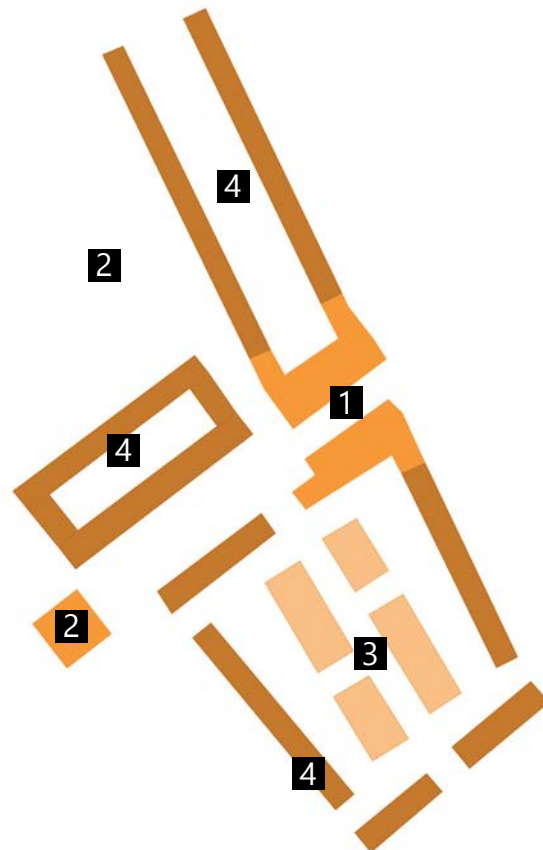
Finally, there is the implementation of new buildings in the Van Baerlestraat, situated in the middle of a large building block. The degree of density and publicness is much lower than in the Jan Luykenlaan, what makes that the typology of these buildings will be different. In this part of the plan it's about creating a better connection with the inner courts, creating more space for pedestrians and facilitating the already existing small businesses that are located there. Important is therefore that existing residents have the opportunity to live in these new buildings. This part will mainly be social housing.

Based on the problem definition, the new densification and public space improvement plans will focus primarily on improving the living space of current residents. Part of the densification plans will be replacement plans.

7 Testing scenarios in local design

Therefore, it is important that people in this part of the neighborhood have the opportunity to continue living in this area by offering new housing in, for example, the transformed part of the design proposal. The diagram (Figure 7.27) shows a proposed layout of different target groups in the new situation, as well as the proposed strategy/

policy for realizing these new housing types. In the following pages, the design will be further highlighted in cross-sections and maps illustrating exactly what the distribution of space will look like.



- Transformation (Housing corporations)
- New apartments (Jan Luykenlaan)
- New apartments (Van Baerlestraat)
- 1 Students/starters
- 2 Elderly
- 3 Entrepreneurs
- 4 Current residents

Figure 7.26 Strategy and typology (Proposal). Source: made by author







7 Testing scenarios in local design

Jan Luykenlaan: Square/transformation



Figure 7.27 Reference image square (z.d). Source: <https://frieschdagblad.nl/economie/Centrummanagers-willen-met-Staten-winkelgebieden-leefbaar-houden-27875751.html>



- | | | |
|--|---|--|
|  Movement |  Private/transition zone |  Seatin element |
|  Inside |  Green/activity |  Public plinth |

7 Testing scenarios in local design



Figure 7.28 Zoom-in map (square). Source: made by author

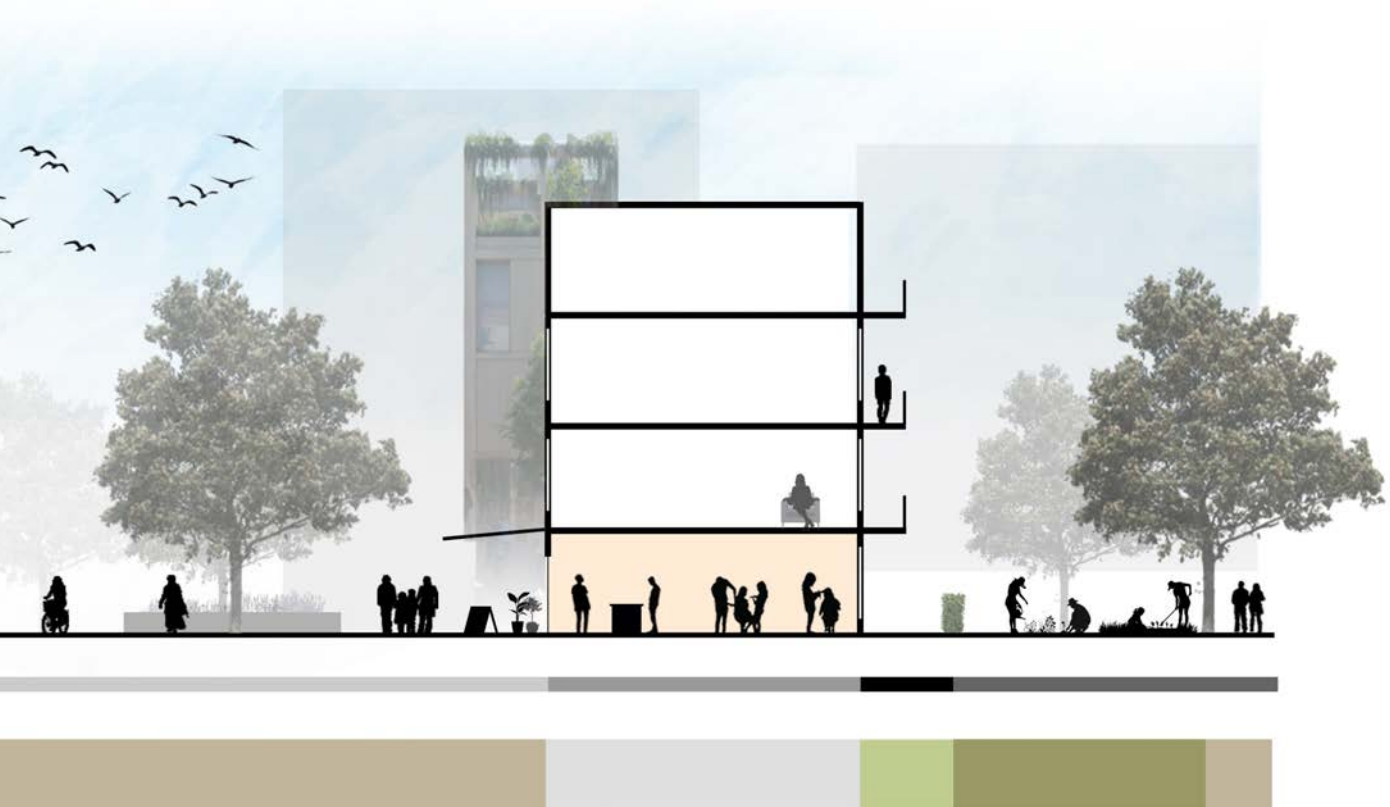
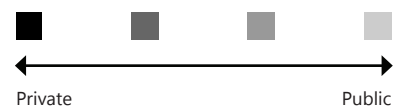
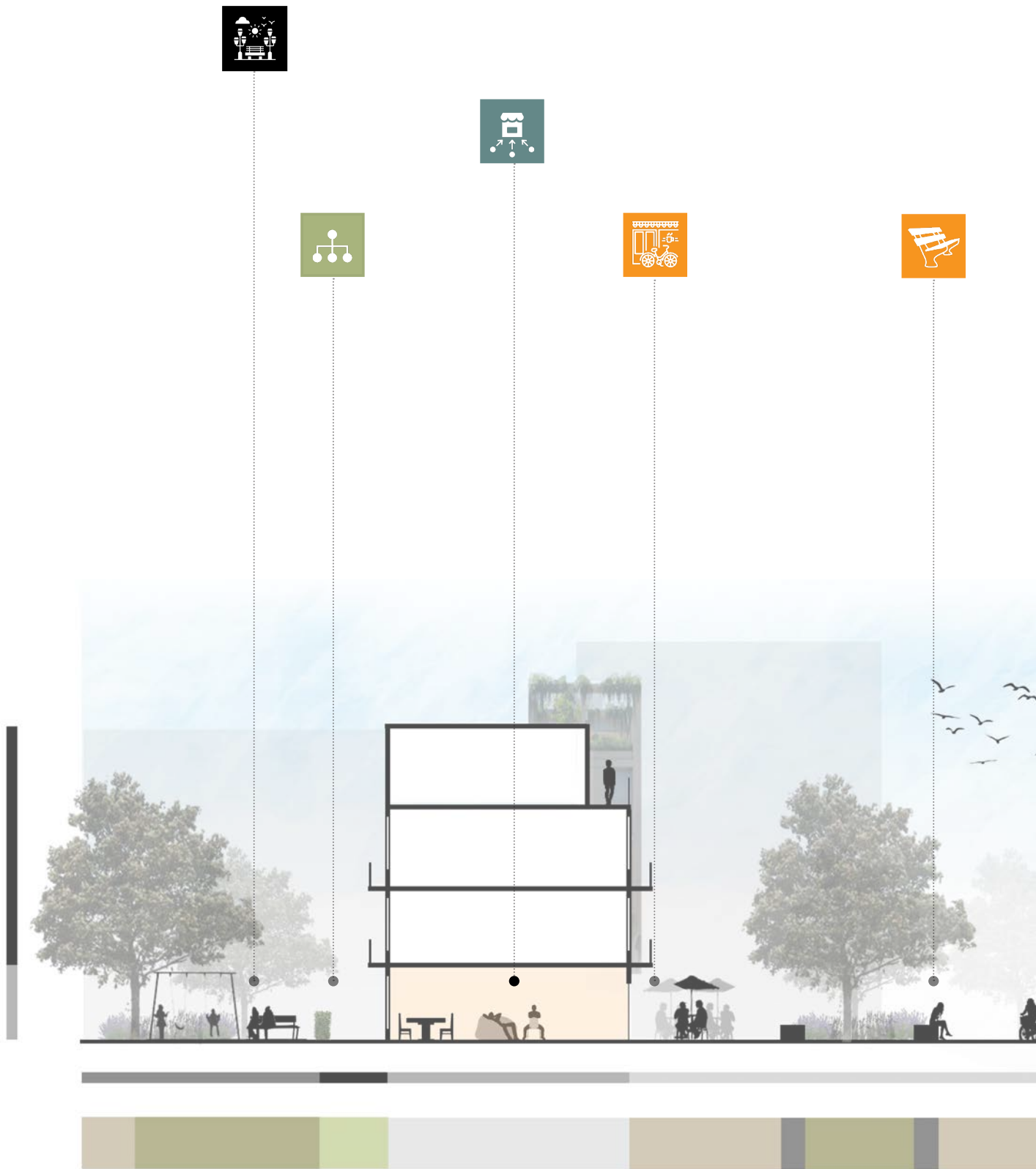








Figure 7.29 Section Jan Luykenlaan (square). Source: made by author



10 M

7 Testing scenarios in local design



-  Movement
-  Private/transition zone
-  Seatin element
-  Inside
-  Green/activity
-  Public plinth

7 Testing scenarios in local design

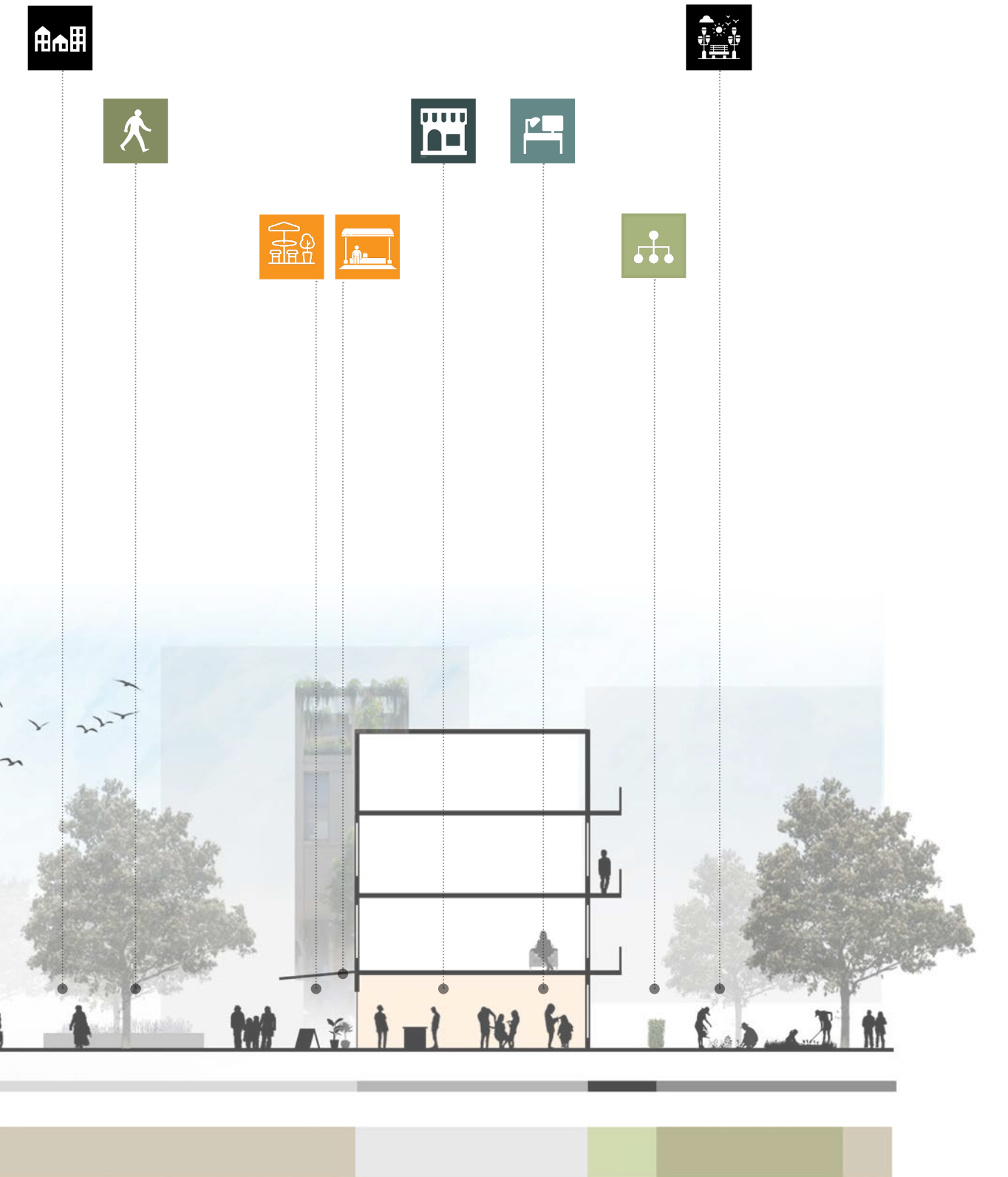
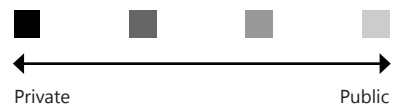


Figure 7.30 Implementation of patterns. Source: made by author



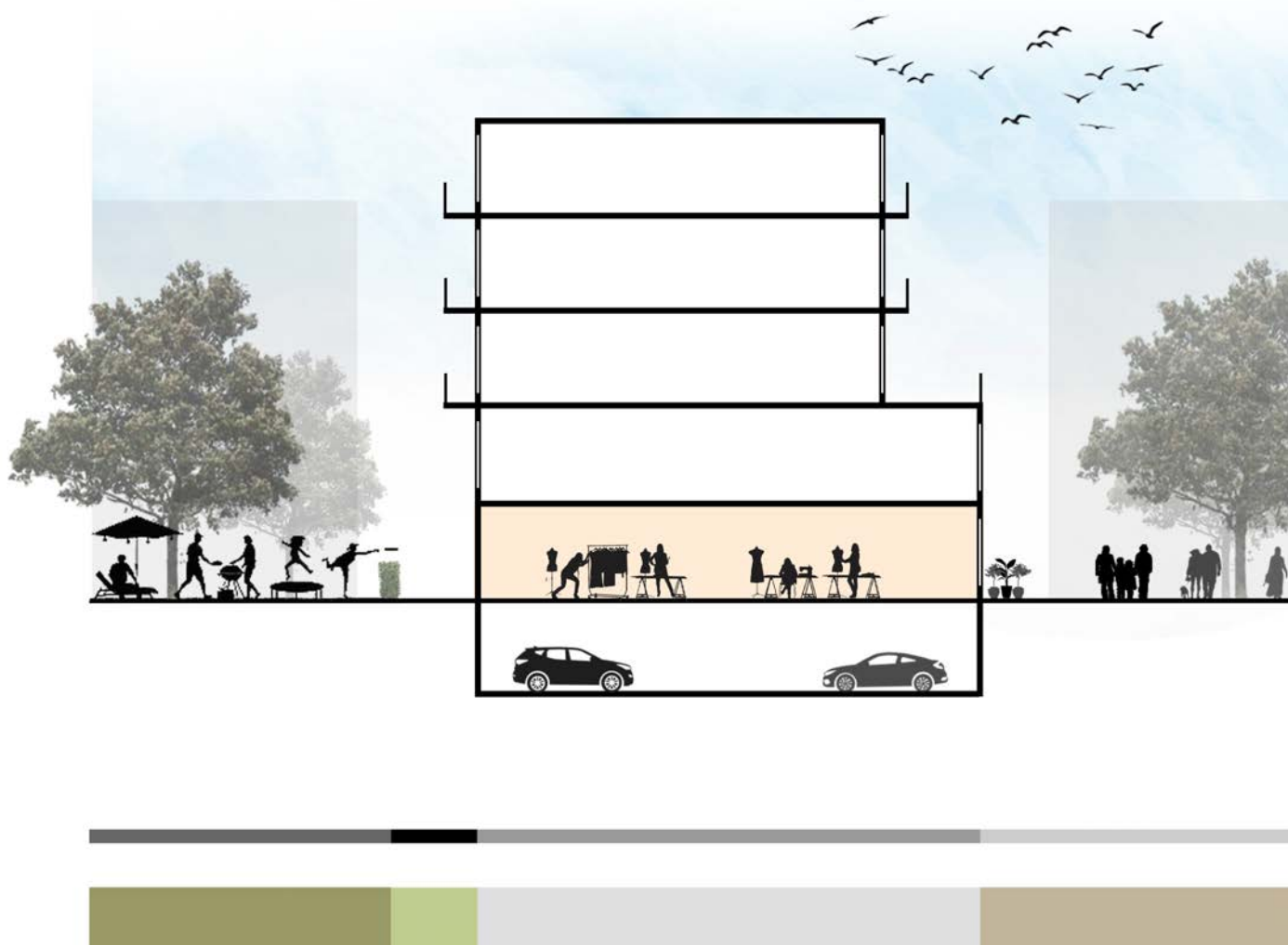
10 M

7 Testing scenarios in local design

Jan Luykenlaan: Entrance/new volumes



Figure 7.31 Reference image. Source: <https://www.oto-landscape.nl/nl/work/npd-zone/>



- Movement
- Private/transition zone
- Seatin element
- Inside
- Green/activity
- Public plinth

7 Testing scenarios in local design



Figure 7.32 Zoom-in map (entrance)

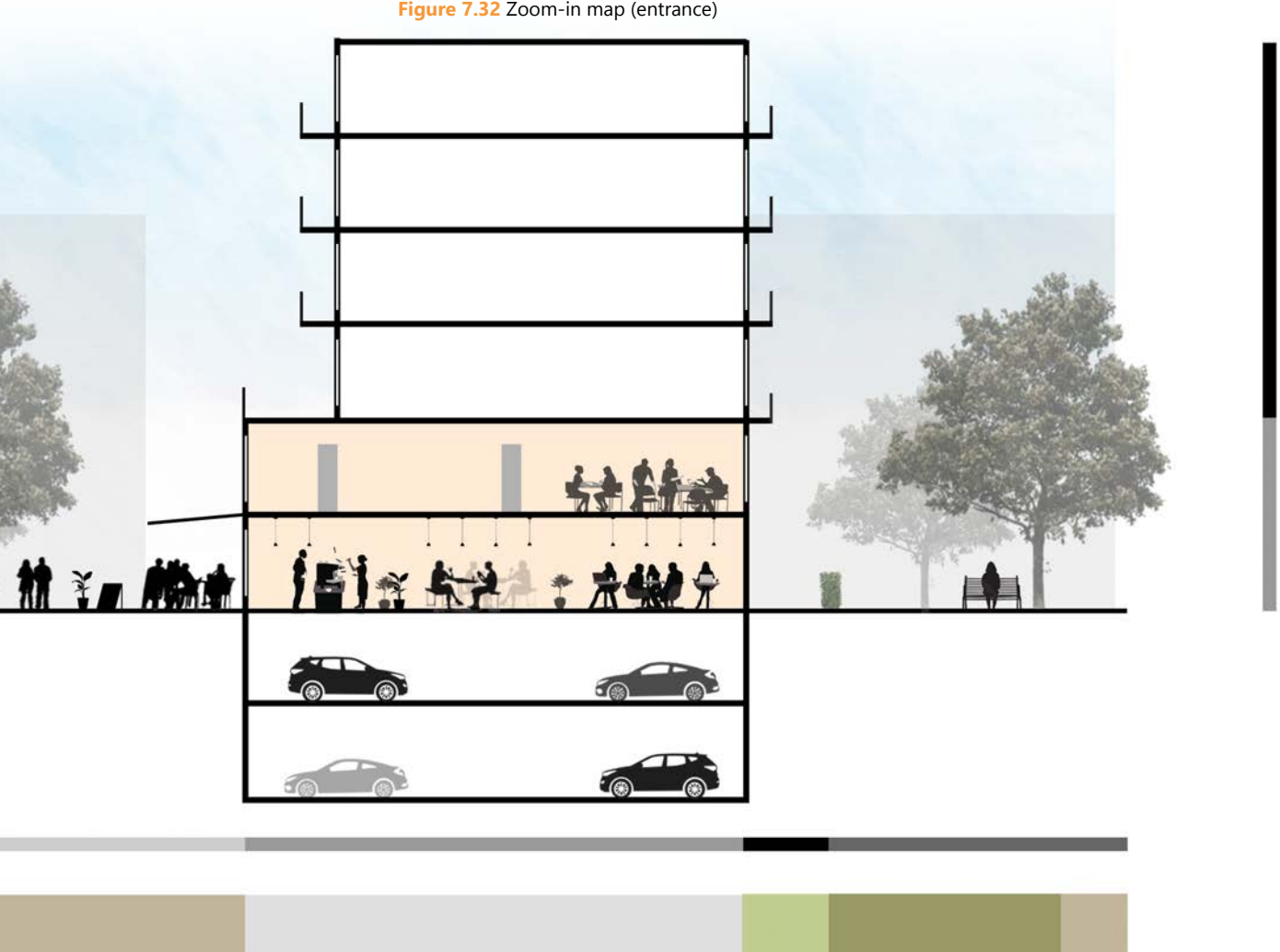
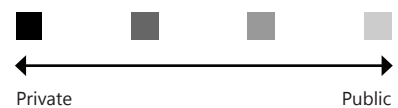
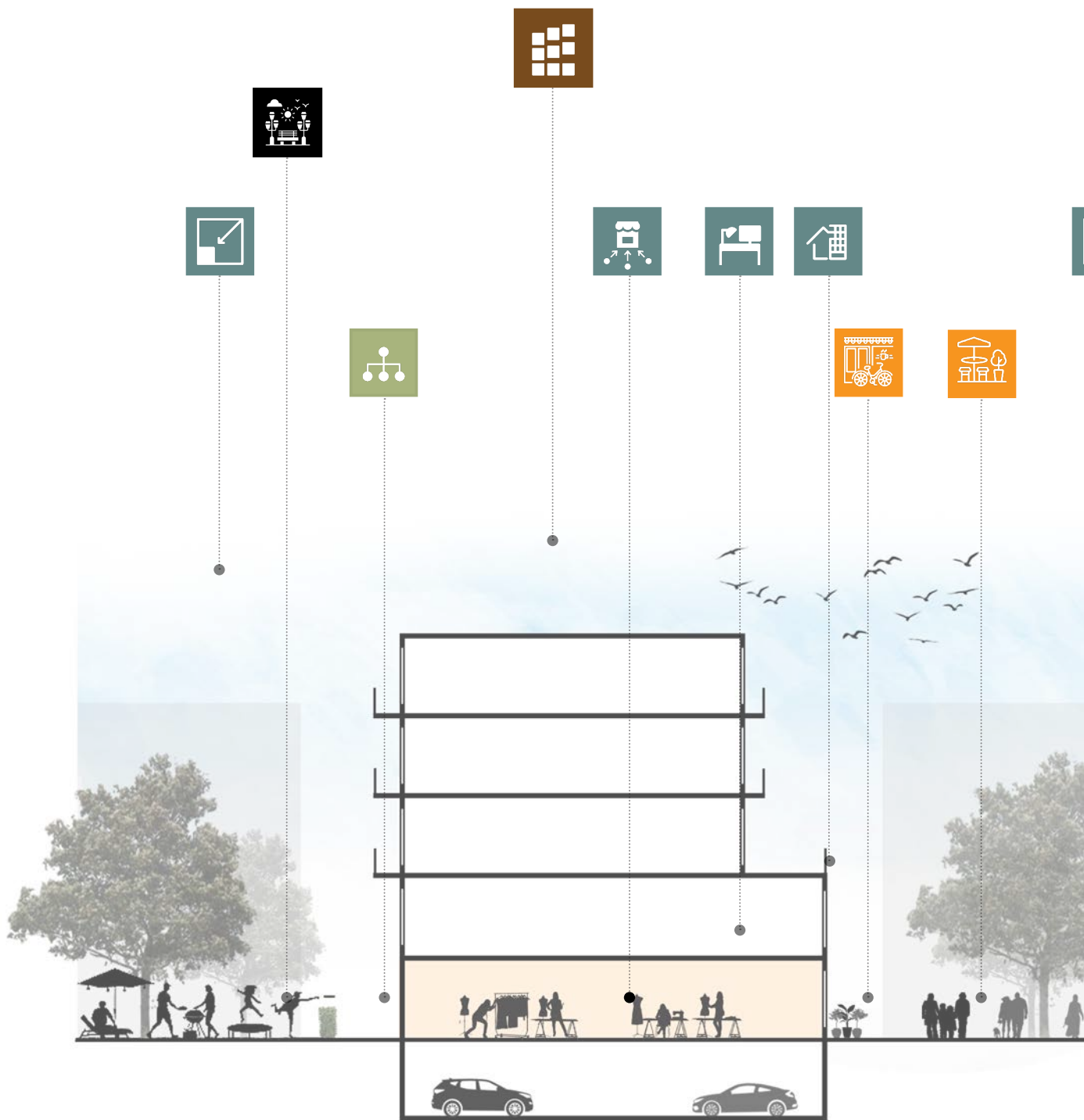


Figure 7.33 Section Jan Luykenlaan (entrance). Source: made by author



10 M

7 Testing scenarios in local design



- Movement
- Private/transition zone
- Seatin element
- Inside
- Green/activity
- Public plinth

7 Testing scenarios in local design

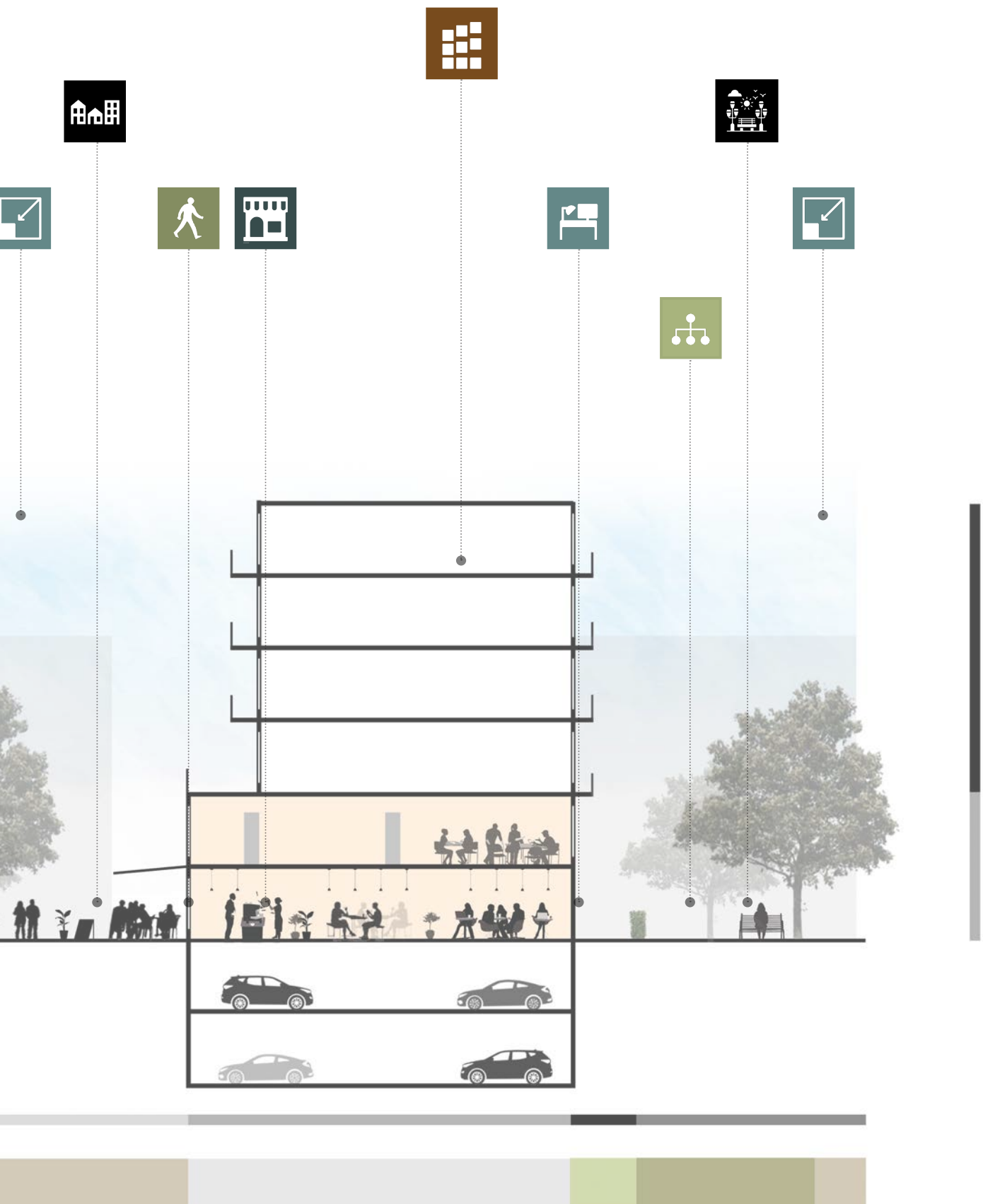
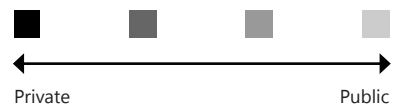


Figure 7.34 Implementation of patterns. Source: made by author



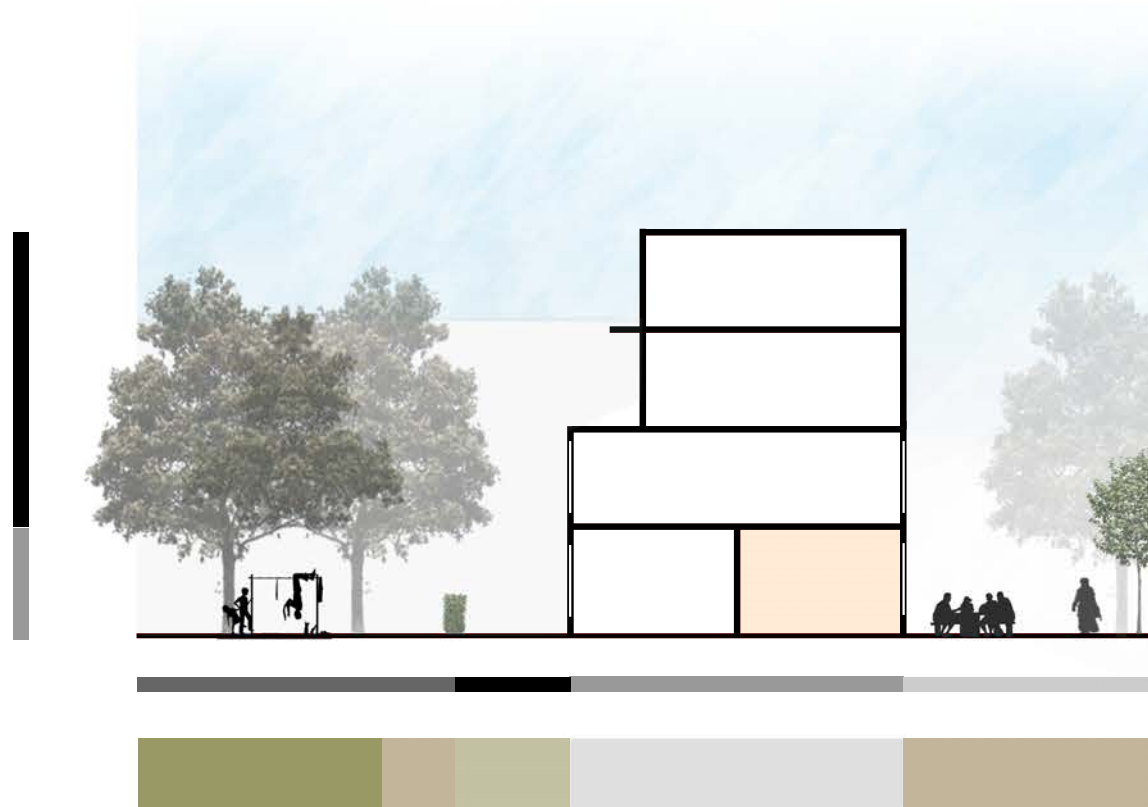
10 M

7 Testing scenarios in local design

Van Baerlestraat: New volumes



Figure 7.35 Reference image (z.d) Source: <https://www.degebouwendids.nl/funen-2/>



- Movement
- Private/transition zone
- Seatin element
- Inside
- Green/activity
- Public plinth

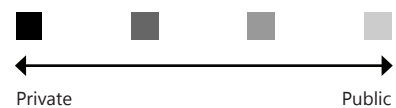
7 Testing scenarios in local design



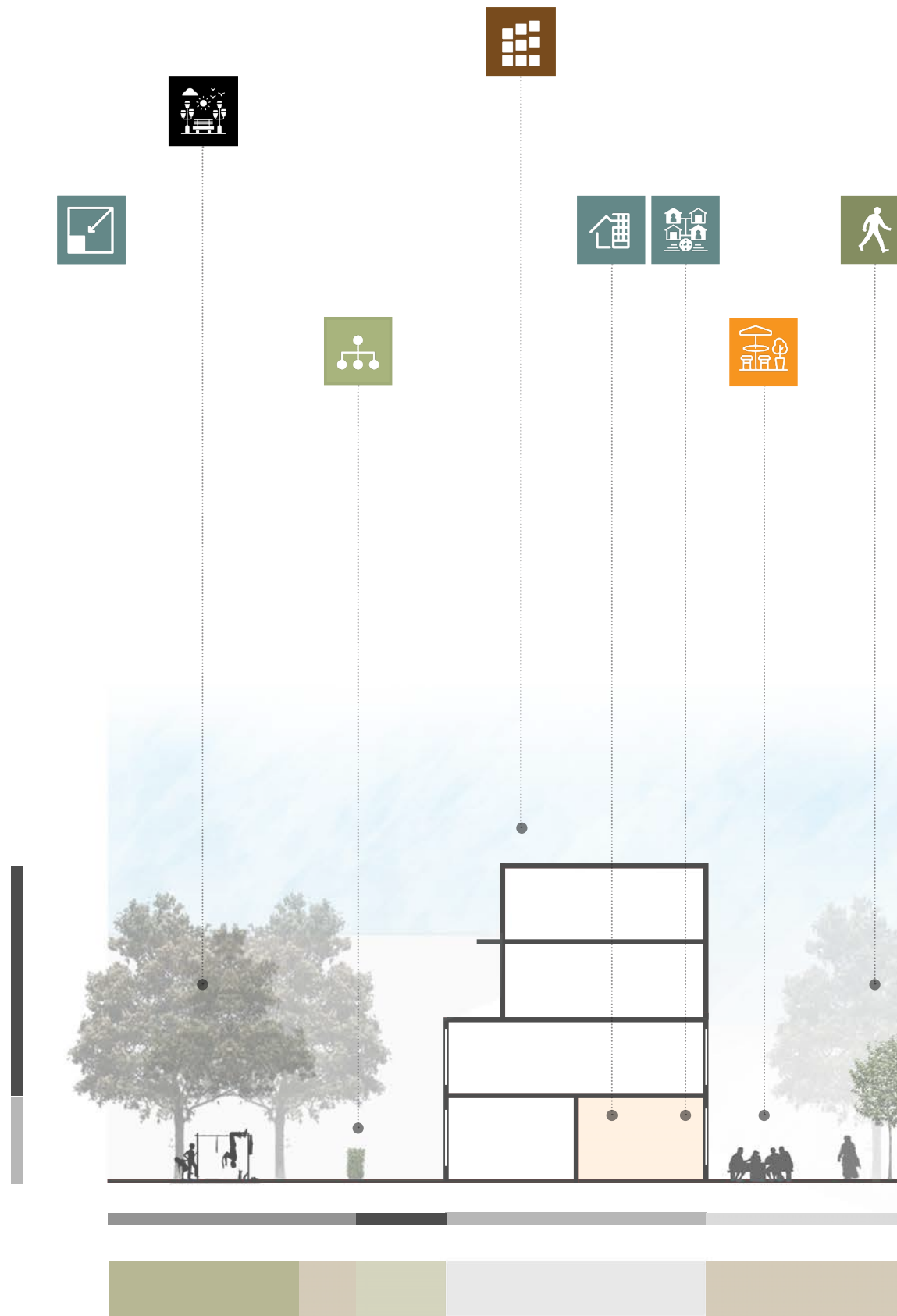
Figure 7.36 Zoom-in map (Van Baerlestraat). Source: made by author



Figure 7.37 Section (Van Baerlestraat). Source: made by author



7 Testing scenarios in local design



Movement
Inside

Private/transition zone
Green/activity

Seatin element
Public plinth

7 Testing scenarios in local design

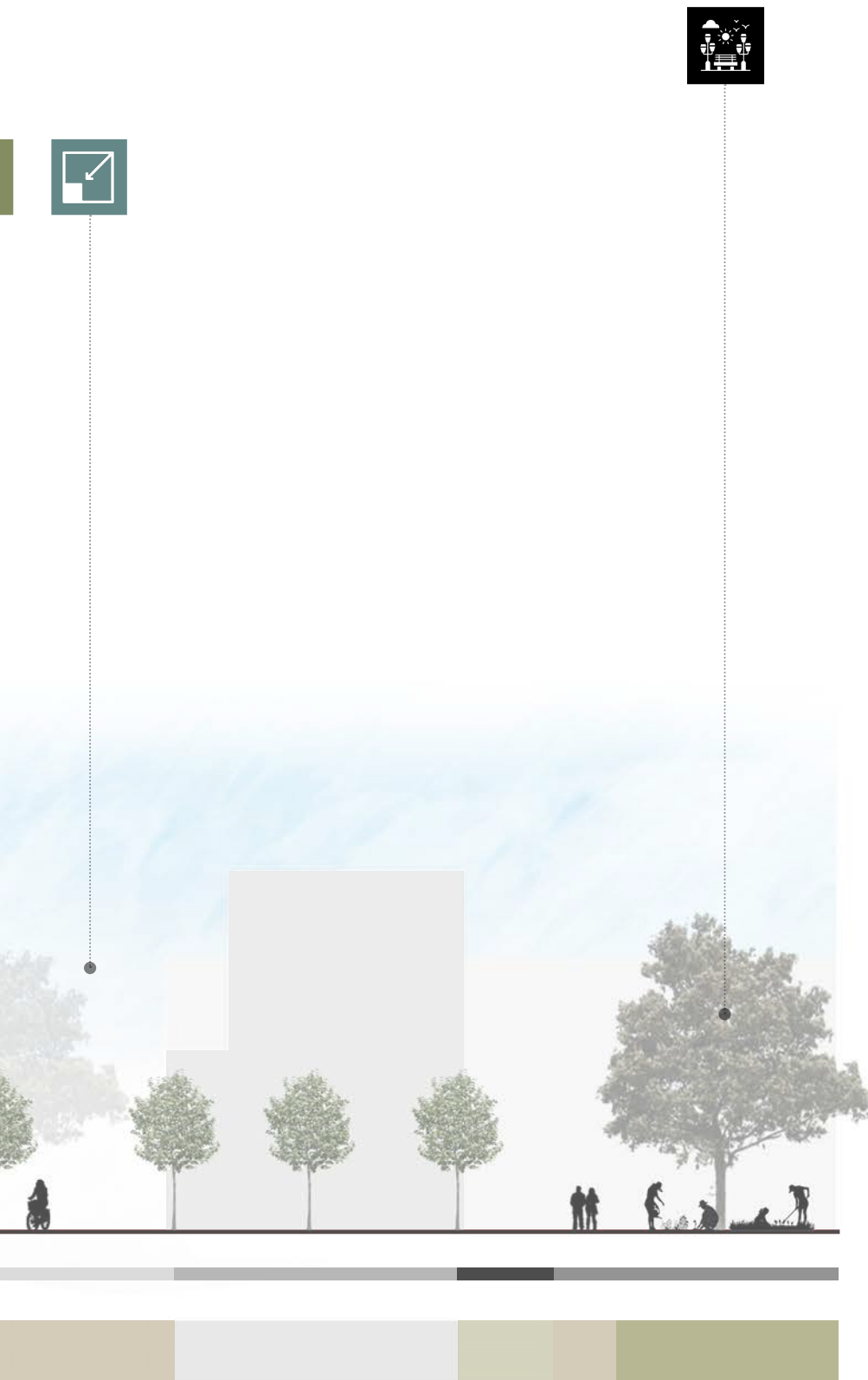
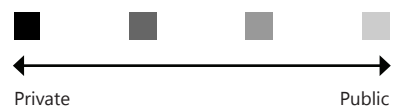


Figure 7.38 Implementation of patterns. Source: made by author



10 M

7 Testing scenarios in local design



Figure 7.39 A conceptual drawing showing the qualities to be achieved in the new situation of Jan Luykenlaan-
Source: made by author

7 Testing scenarios in local design



7 Testing scenarios in local design

7.5 Scenario 2

Masterplan

In the second elaborated scenario for the Jan Luykenlaan and the Van Baerlestraat, the focus will be more on the design of the outdoor (public) space. Other than the first scenario is that there is no use of new volumes to implement new functions and to define space.

The plan in this scenario is to transform the existing building stock and to increase the volumes of these buildings by building on top of them (as mentioned before in chapter 3). Increasing the existing volumes ensures that the structure of the existing building blocks will be preserved. Therefore, the focus will be more on the improvement of the existing public space, than on designing a new type of space.

The current situation of the Jan Luykenlaan, as a street, will be preserved in this scenario. As mentioned before, the space is mostly reserved for motorized traffic and car parking. This design for the Jan Luykenlaan will be focusing more on decreasing the space for the cars instead of moving them away, because of the missing of an alternative which was designed in the first scenario. New possibilities to park the car will be designed in the corresponding scenario of the Erasmusweg.

By focusing on the street as a quality public space, there will be possibilities

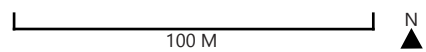
to design active spaces along the Jan Luykenlaan. In the middle of the street profile, the car is still allowed to move, but their will be a shared space type of solution for this. The communal gardens will have the same design approach as in the first scenario, a division between privat, active and movement space.

On the next pages, this scenario is further elaborated in more detailed drawings.

7 Testing scenarios in local design

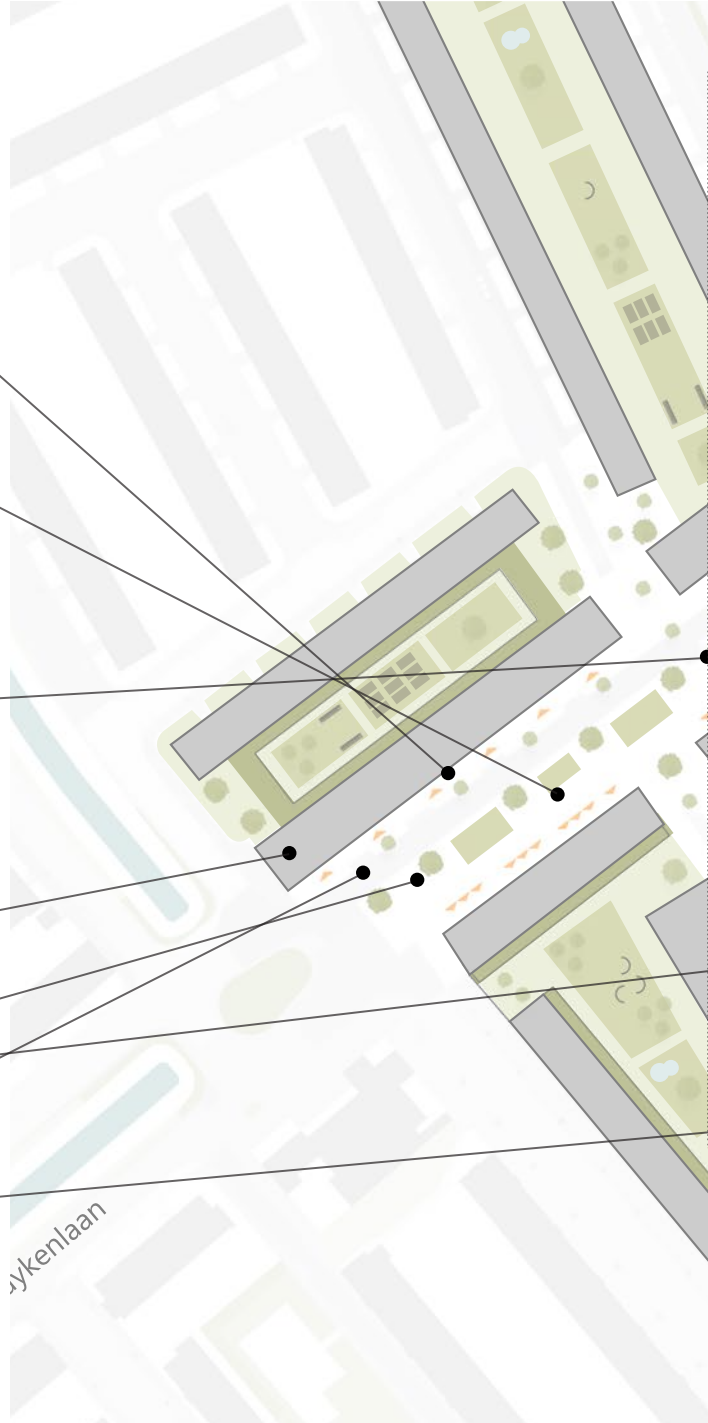


Figure 7.40 Masterplan Jan Luykenlaan & Van Baerlesstraat. Source: made by author

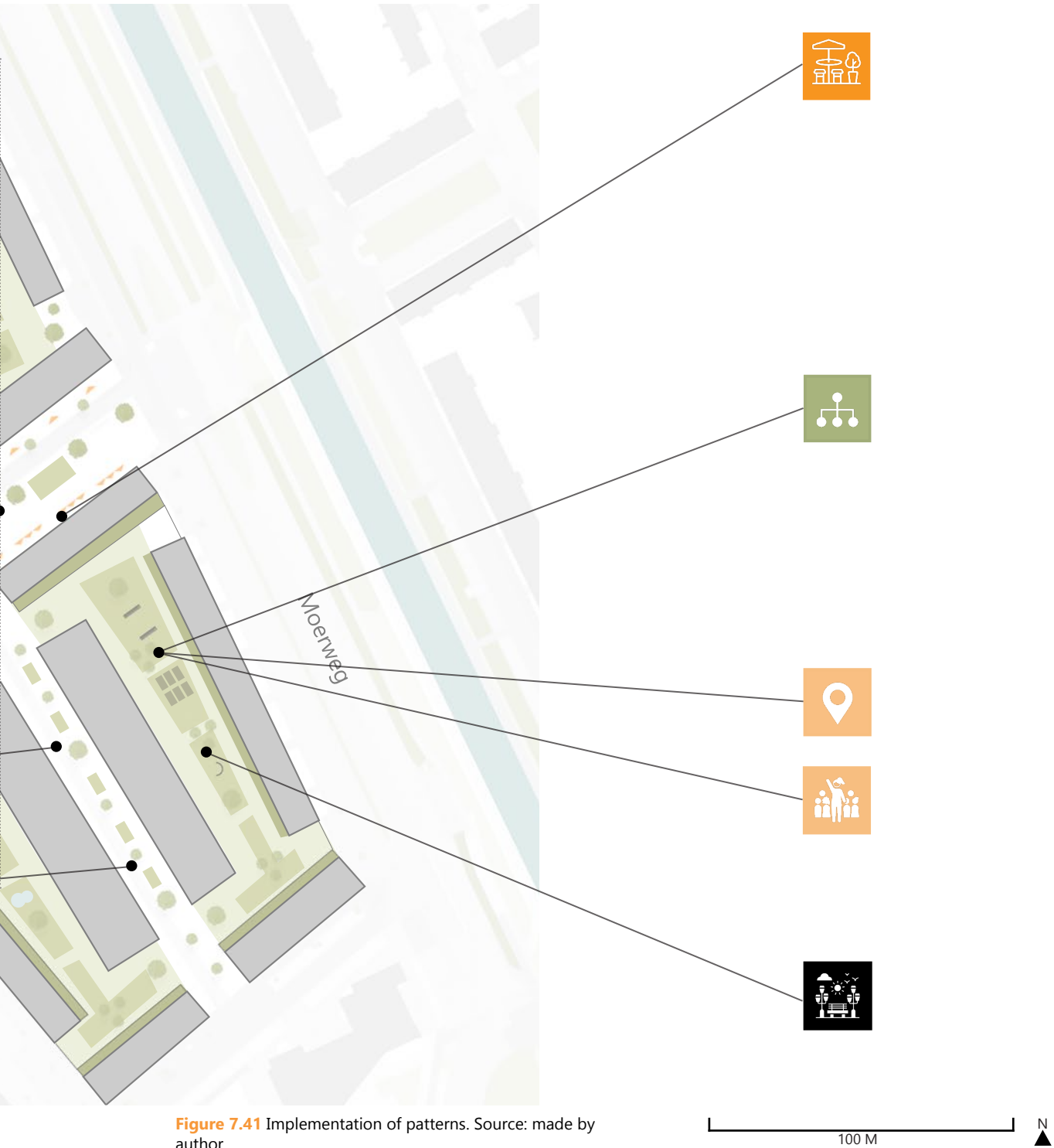


7 Testing scenarios in local design

Masterplan: Patterns



7 Testing scenarios in local design



7 Testing scenarios in local design

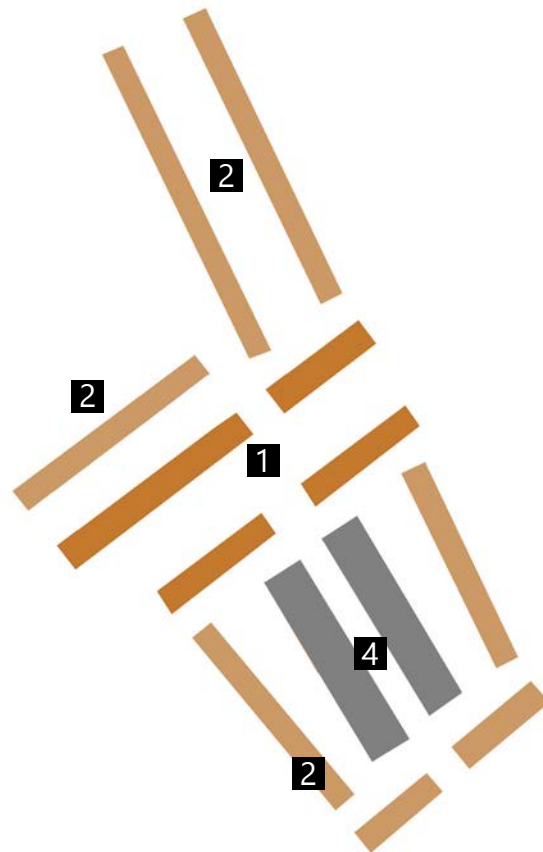
Jan Luykenlaan & Van Baerlestraat: Typologies and strategy

Other than the first scenario, the densification strategy for Jan Luykenlaan and van Baerlestraat is mainly based on transforming the existing building stock. The focus in this scenario will be more on the outdoor space than on adding new volumes in this part of the neighborhood.

As mentioned before, most of the ground and buildings in this area are occupied by housing corporations. In this strategy, the existing buildings along the Jan Luykenlaan will be having an increase in volume on top of these structures. Density will therefore mostly increase in this more public area. In the van Baerlestraat, the existing buildings are not suitable for this type of transformation.

The strategy of densification is less intensive than in the first scenario. However, again a proposed layout of different target groups in this situation is illustrated. In the following pages, the design testing in this scenario will be further elaborated.

7 Testing scenarios in local design



- Transformation & increase of volume (Housing corporations)
- Transformation & optional increase of volume (Housing corporations)
- No changes to buildings

- 1 Mixed target group
- 2 Current residents

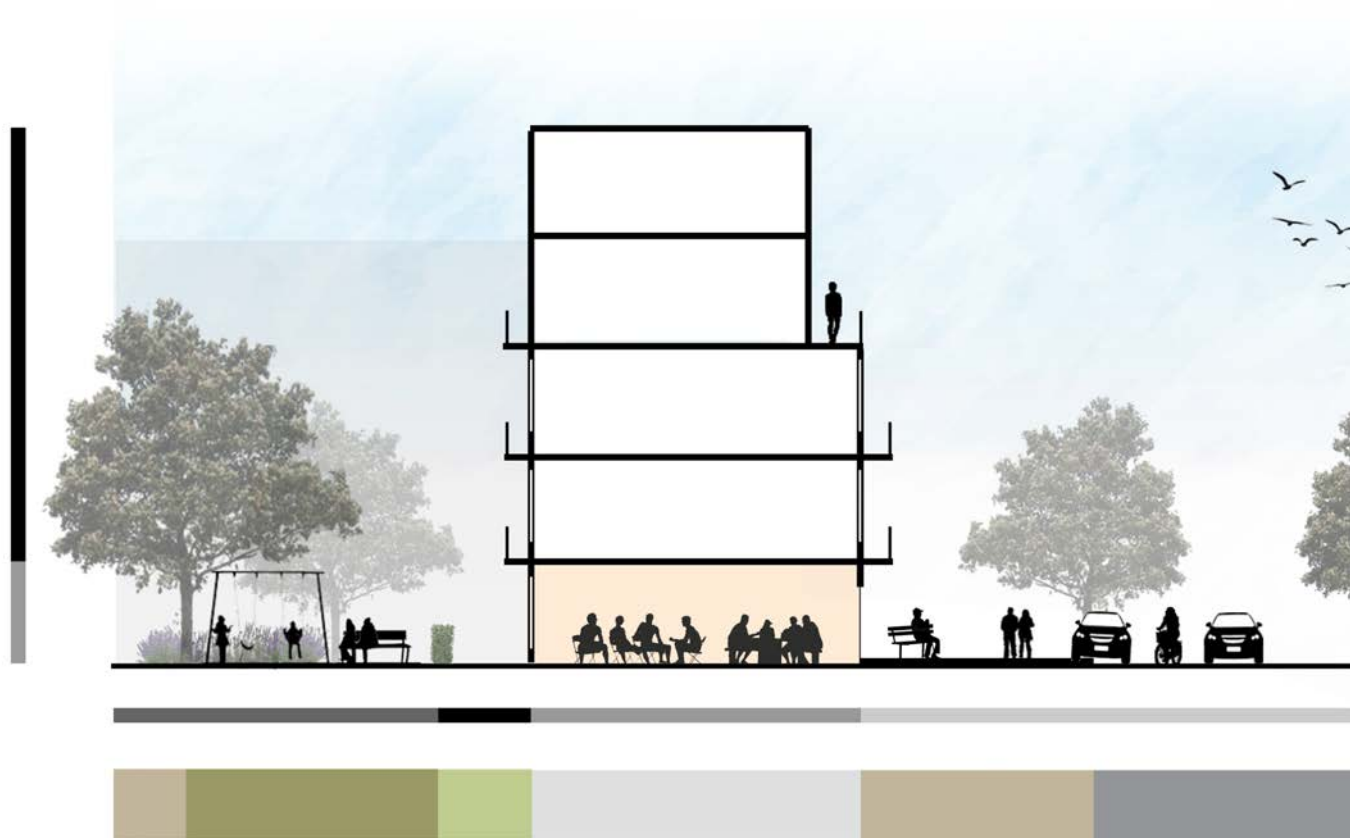
Figure 7.42 Strategy and typology (Proposal). Source: made by author







7 Testing scenarios in local design

Jan Luykenlaan: Transformation



Figure 7.43 Reference image (z.d). Source: wbez.org/stories/city-of-big-potholes-is-asphalt-the-best-choice-for-chicagos-streets/8bbd9e7a-b27e-4e00-a868-aa0b826b53b2



- | | | |
|--|---|--|
|  Movement |  Private/transition zone |  Seatin element |
|  Inside |  Green/activity |  Public plinth |

7 Testing scenarios in local design

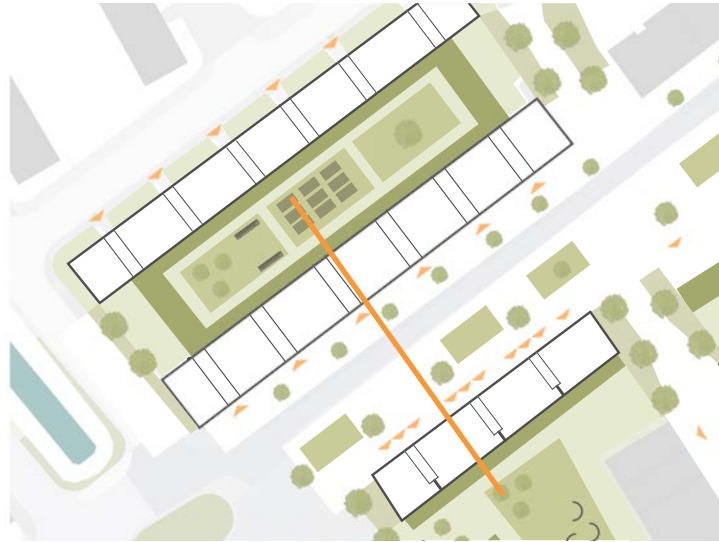


Figure 7.44 Zoom-in map (Van Baerlestraat). Source: made by author

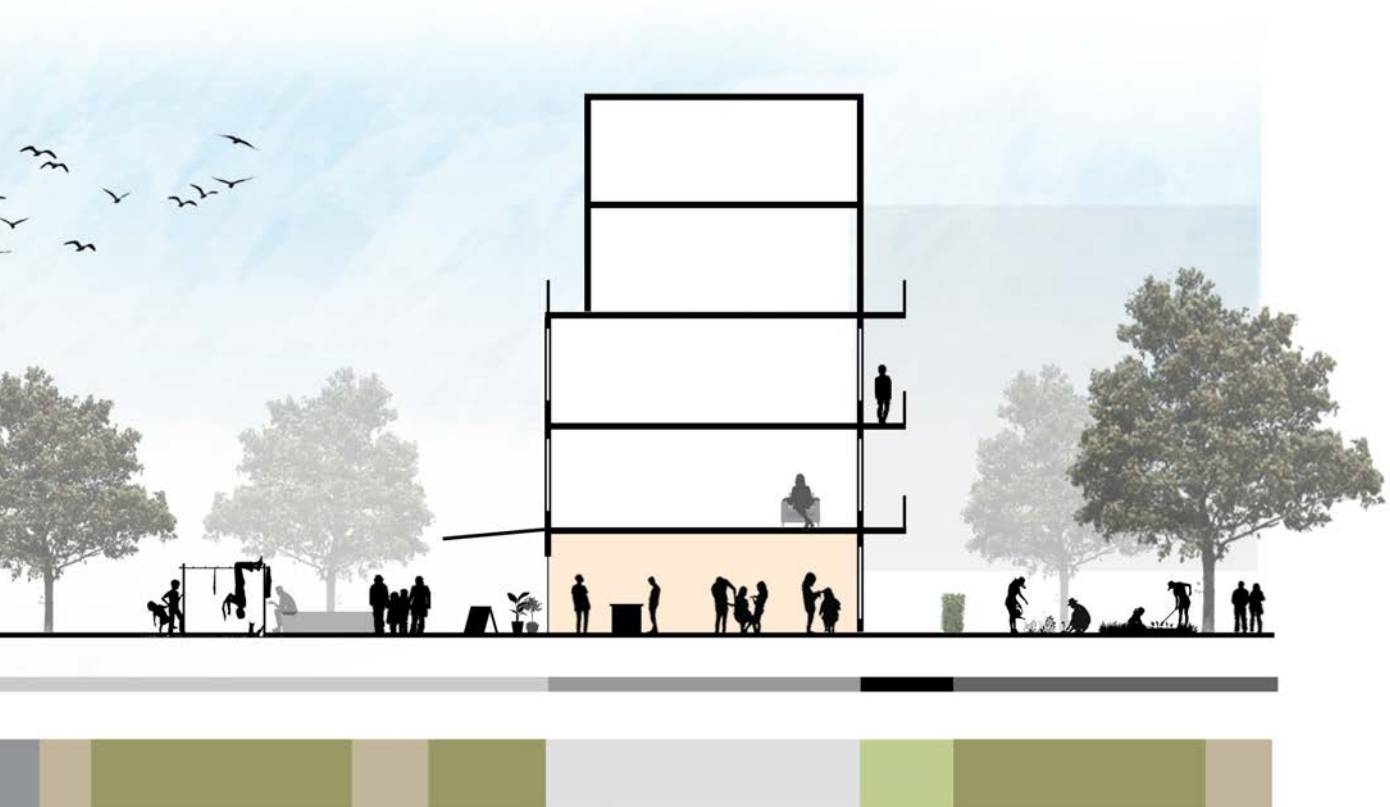
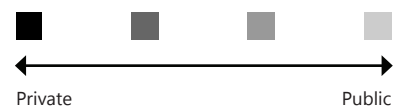
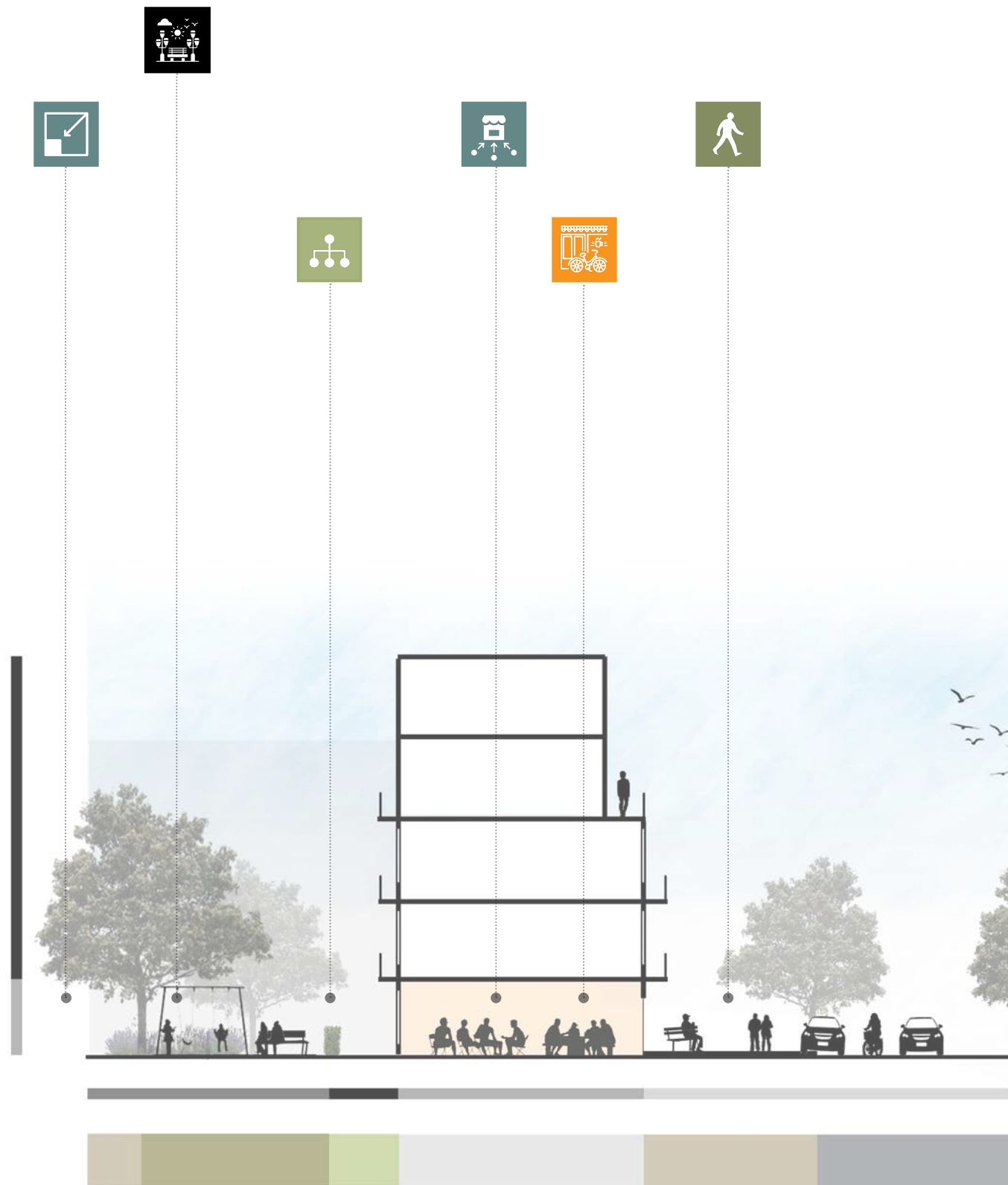


Figure 7.45 Section Jan Luykenlaan (entrance). Source: made by author



7 Testing scenarios in local design

Jan Luykenlaan: Transformation



- Movement
- Private/transition zone
- Seatin element
- Inside
- Green/activity
- Public plinth

7 Testing scenarios in local design

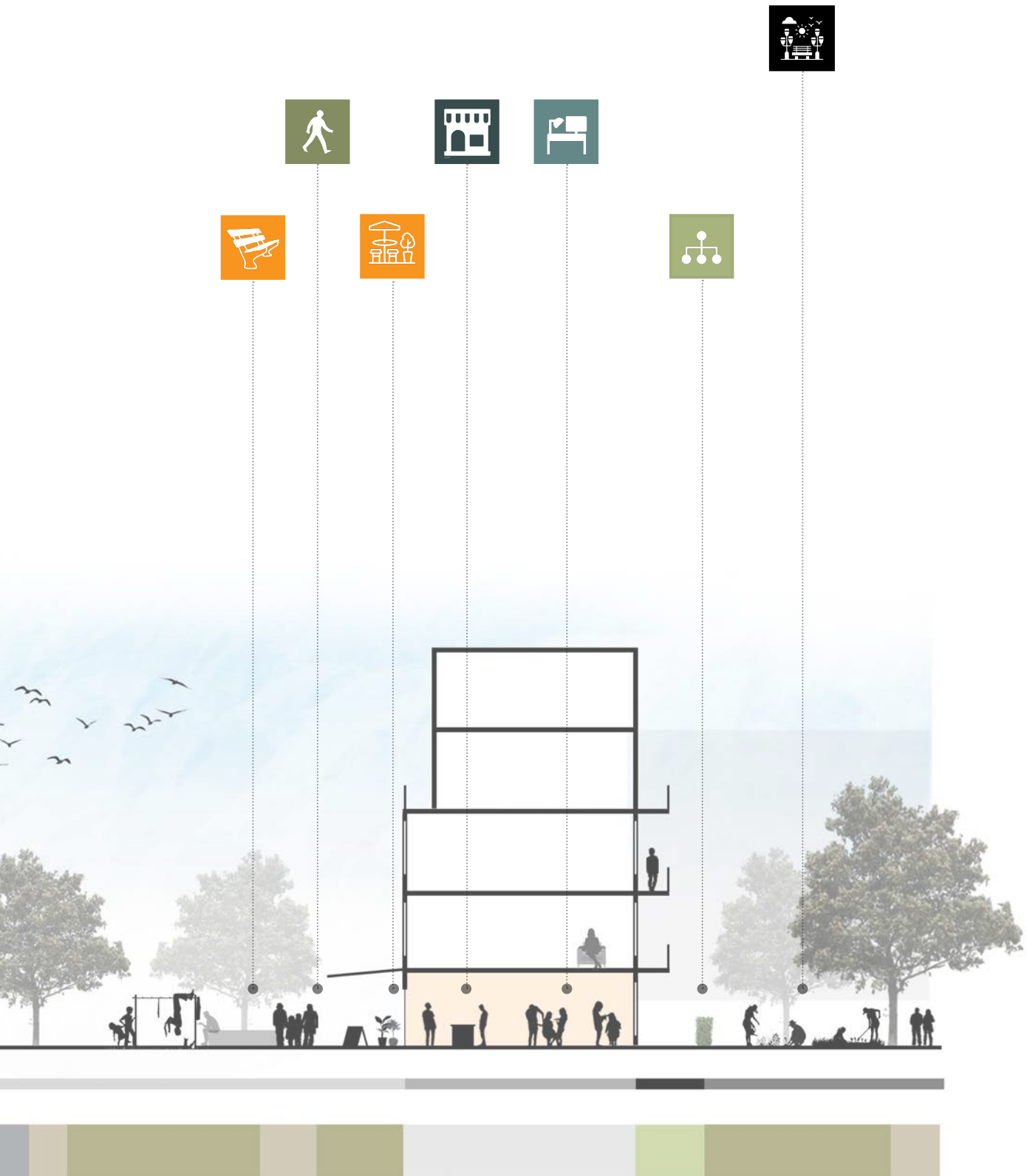
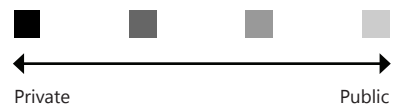


Figure 7.46 Implementation of patterns. Source: made by author



10 M

7 Testing scenarios in local design

Van Baerlestraat: Walkable street

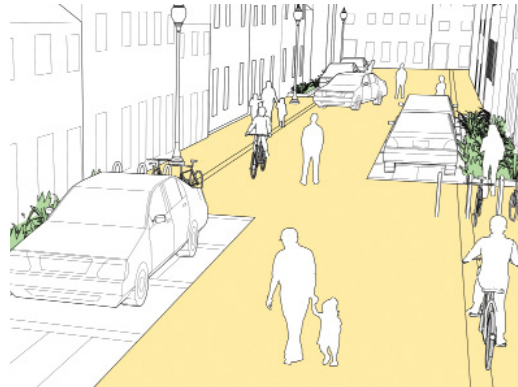


Figure 7.47 Reference image (z.d). Source: <https://nacto.org/publication/urban-street-design-guide/streets/residential-shared-street/>



Movement

Private/transition zone

Seatin element

Inside

Green/activity

Public plinth

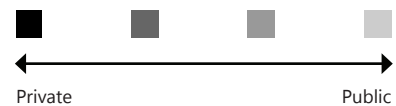
7 Testing scenarios in local design



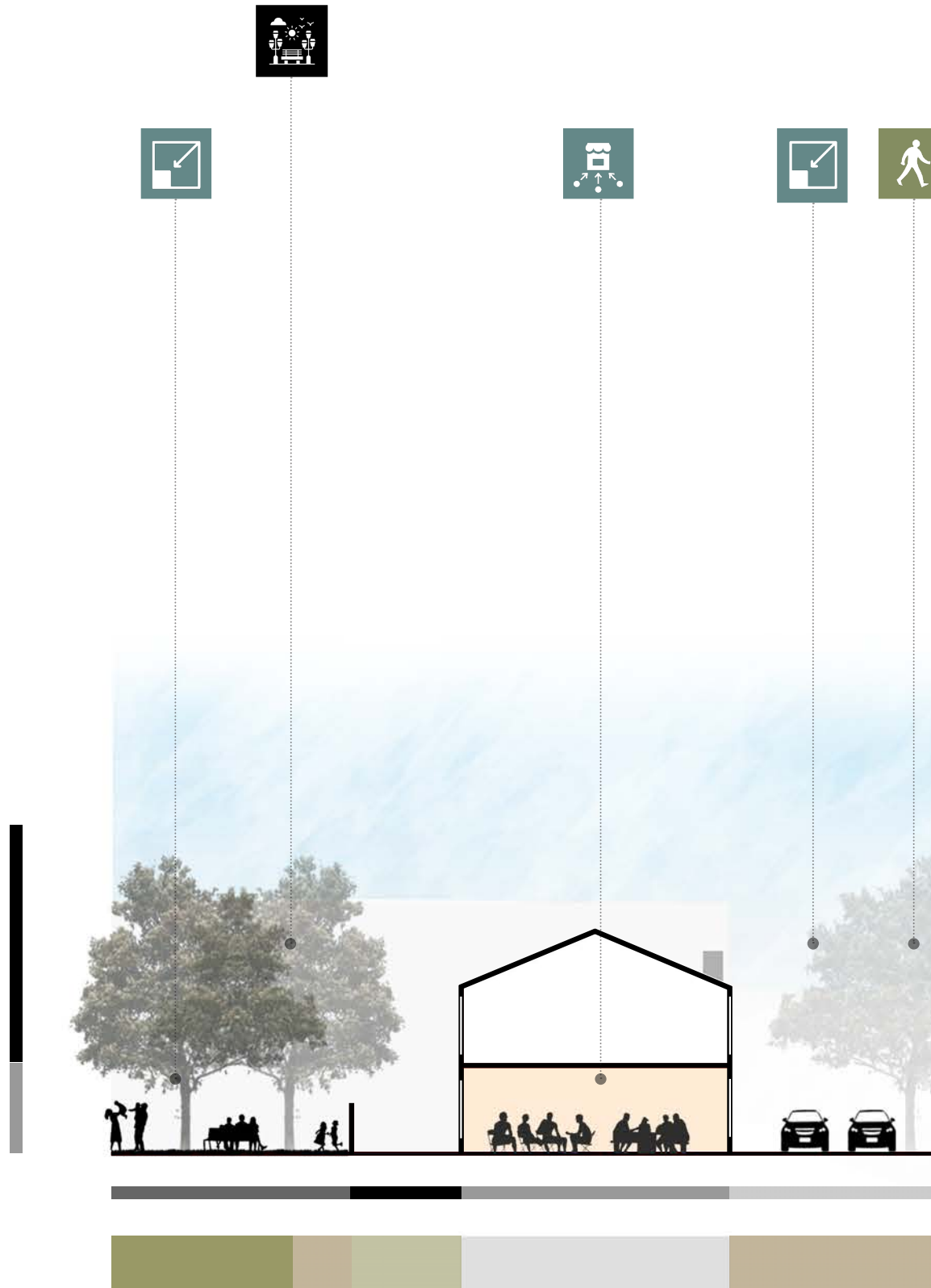
Figure 7.48 Zoom-in map (Van Baerlestraat). Source: made by author



Figure 7.49 Section Jan Luykenlaan (entrance). Source: made by author.



7 Testing scenarios in local design



- Movement
- Private/transition zone
- Seatin element
- Inside
- Green/activity
- Public plinth

7 Testing scenarios in local design

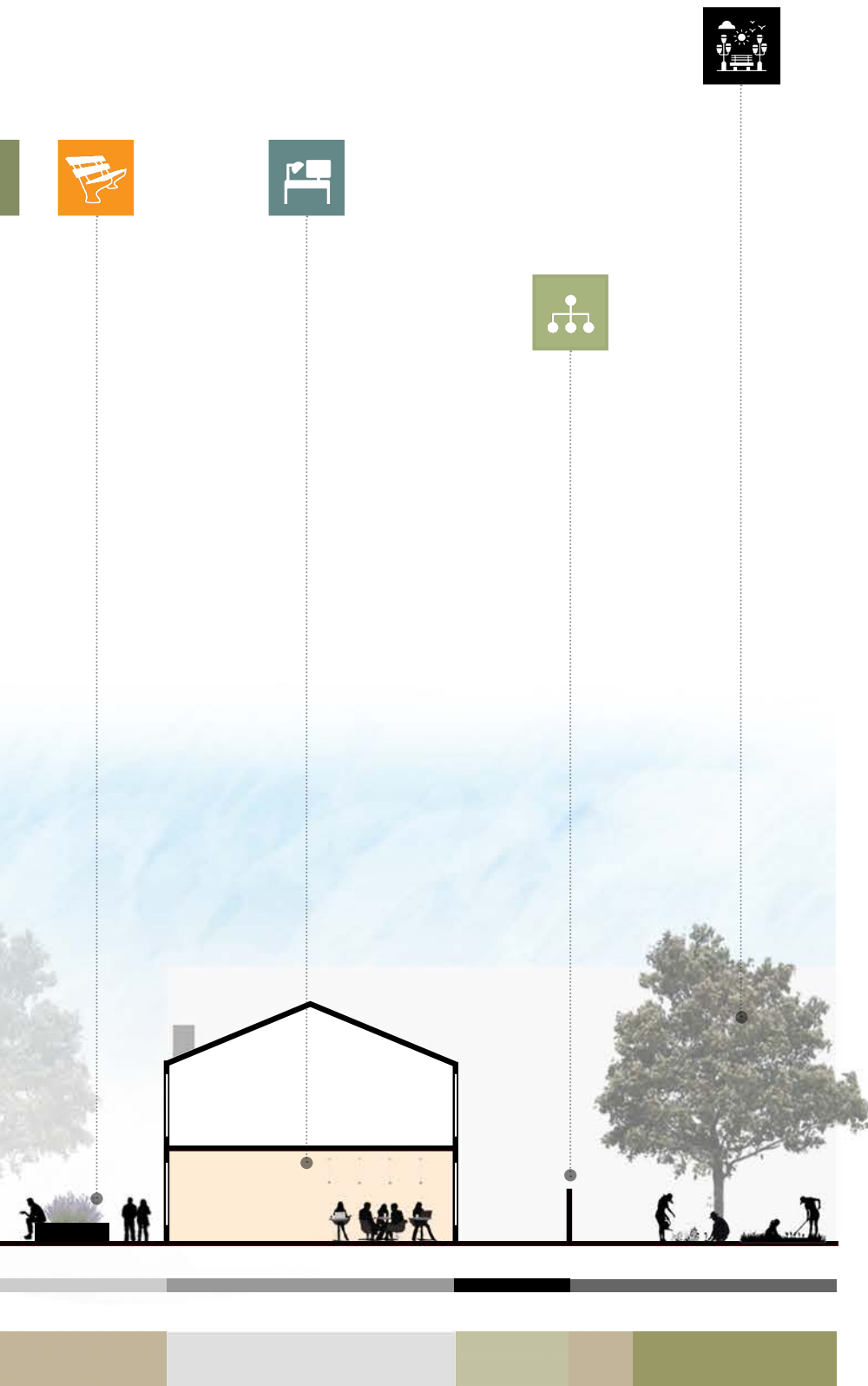


Figure 7.50 Implementation of patterns. Source: made by author

10 M

Private Public

7 Testing scenarios in local design

7.6 Scenario comparison

Current

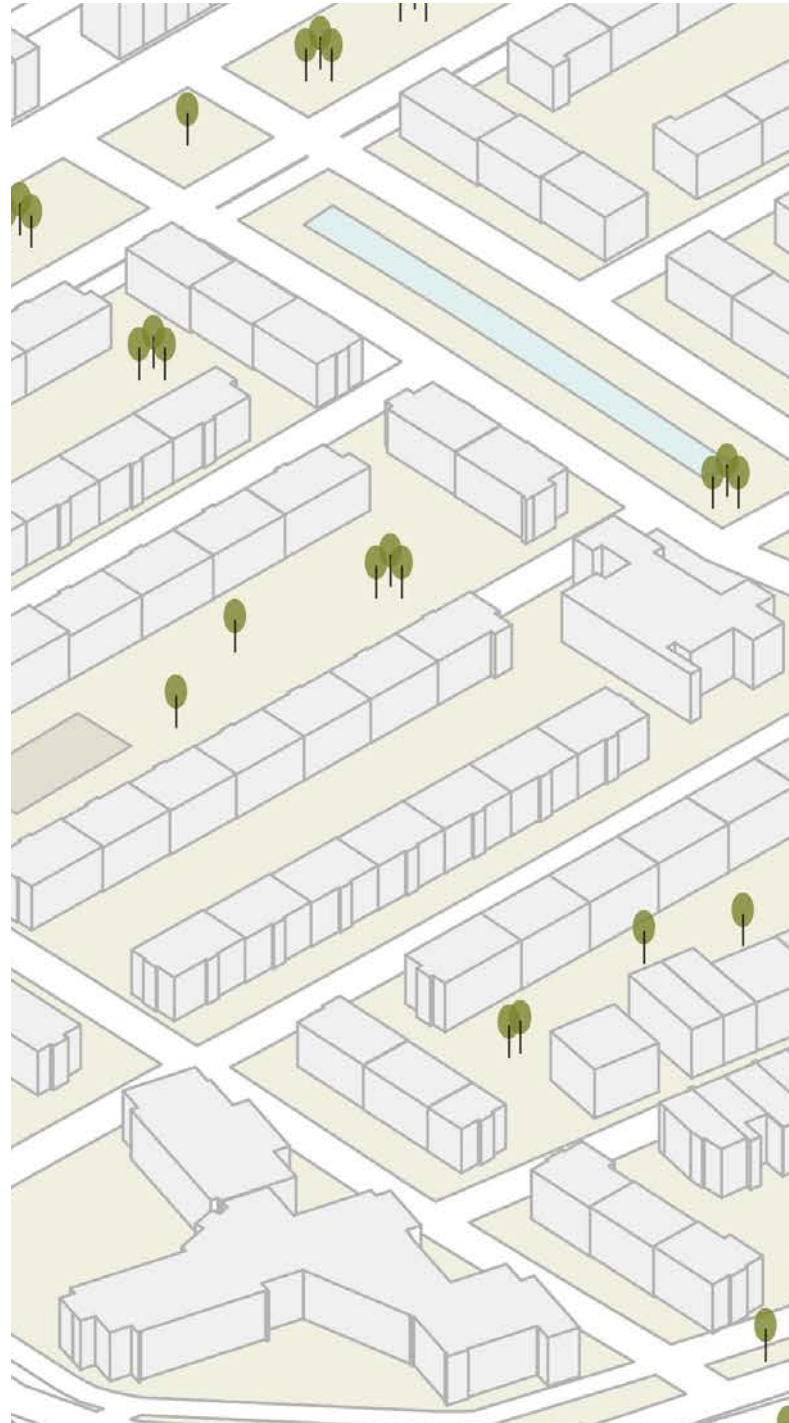


Figure 7.51 Current situation. Source: made by author

7 Testing scenarios in local design



7 Testing scenarios in local design

Scenario 1



Pedestrian friendly



New functions



Neighborhood center



New buildings



Figure 7.52 Design principles

7 Testing scenarios in local design

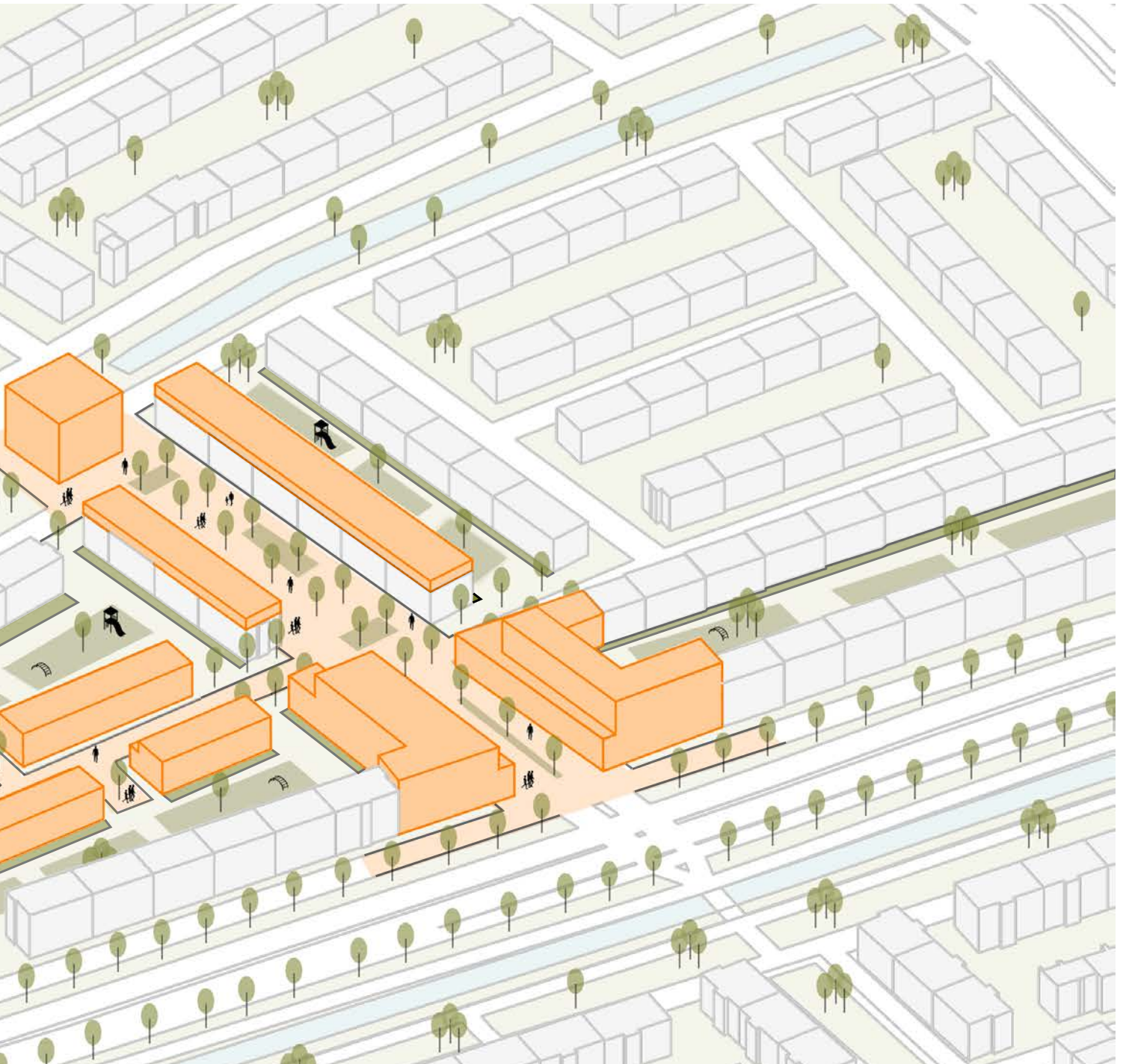


Figure 7.53 Scenario 1. Source: made by author

7 Testing scenarios in local design

Scenario 2



Shared space



Active space



**Neighborhood
corridor**



Transformation



Figure 7.54 Design principles

7 Testing scenarios in local design



Figure 7.55 Scenario 2. Source: made by author



Conclusion & reflection

8

8 Conclusion & reflection

8.1 Conclusion

'Which regeneration framework improves community life and the quality of the public realm while reducing the spatial pressure of the housing shortage in The Hague, on a co-creative manner?'

This research has provided a certain structure on how different problems in the problem field of actual space, in this case Moerwijk, can be translated into design solutions by using different methods, approaches and application areas. Problems at different social and spatial levels were examined, after which different methods were used to find substantiated spatial solutions: spatial analysis, literature review, and input from residents.

In addition, literature review, and spatial conditions for the main concepts of the study were sought to form a basis for design solutions that can be projected onto real space. Community life is the overarching concept, so in the literature review, the search for spatial conditions for social interaction was the main task. The spatial analysis section examined the location of Moerwijk. With the analysis of the Neighborhood, there was an opportunity to immediately arrive at design solutions via design tests, resulting in the scenarios for Erasmusweg and the vision for densification in Moerwijk. By engaging with residents in

Moerwijk, more in-depth problems and solutions could be discussed. Using these different methods, a comprehensive basis for constructing design solutions was established. These solutions were introduced in the pattern language. The pattern language forms the chain between theoretical, spatial and qualitative research. The pattern language is divided into different themes and different scales, allowing different patterns to be used for different situations.

Finally, the design solutions are tested at an actual location in Moerwijk: the Jan Luykenlaan. Creating scenarios in the spatial analysis part is used to create a scope for testing the design in the final part of the study. Two scenarios were developed. It was found that several patterns, especially on the themes of main street, functions and workplaces, were more applicable in scenario 1. In scenario 2, patterns related to the design of social spaces were more important for design. This illustrates that in different scenarios and environments, different patterns apply to different scales and themes. The study shows a process of different methods, themes and analysis resulting in design solutions. Here, the testing of the design in the last part of the research functions as a demonstration tool on how different interests and needs can land in real space, with the pattern language providing the framework.

8 Conclusion & reflection

8.2 Reflection

Introduction

During the past year, I built my master's thesis on the regenerating issue for Moerwijk, The Hague. The project aimed to construct a framework for regeneration, based on the input of literature, spatial analysis, and input from people and stakeholders. In this reflection, the focus will be on the relationship between research and design and on reflecting on the approach and methodology. At last, there will be a reflection on what this project with all the steps taken means for constructing a regeneration framework.

Reflection on the relationship between research and design

The relationship between research and design is an important component in the construction of one of the most important products of the project: pattern language. In the first part of the report, several key concepts are introduced, after which a literature review has been done to search for the spatial conditions for these concepts. The literature review was focused on searching spatial conditions within different themes (public realm, urbanity, and densification) related to community life and social interaction on the street and neighborhood levels. In this manner, the connection could be made between social issues and design solutions on several scales, to ensure that further design actions can improve community

life and social interaction in Moerwijk. In addition, the other research methods used, research by design and stakeholder analysis, contribute to the construction of the pattern language in a more practical manner. The result is that the constructed pattern field is based on these spatial conditions found in the literature, research by design, and the investigation of needs. Spatial implications described in these patterns are used and projected on crucial areas in Moerwijk, which makes the pattern language forms the main link between research in design in the project.

In this stage of the project, the design of one of the key locations in Moerwijk was elaborated. The extracted patterns have been used to create design solutions in the actual space of the Jan Luykenlaan and the Van Baerlestraat. One of the design goals of the project is to create social space while densifying the area. Most of the patterns are focusing on creating such social spaces. The patterns are used in several design drawings like sections and masterplans, to understand how these patterns can be translated into an actual integrated design on a neighborhood level. Design is, in this stage of the project, used as a demonstration tool for how to design solutions, extracted from the aforementioned research and design process could be implemented in actual space.

8 Conclusion & reflection

Reflection on approach and methodology

The project started with the approach to investigating how densification and the improvement of the public space and social interaction in Moerwijk can happen comprehensively. In addition, the problem statement addresses the conflict between residents and the municipality regarding densification and the quality of public space. Therefore, the approach in this project was to address the needs of the residents and use them to construct a set of design solutions (patterns), next to the series of design solutions coming from literature and spatial analysis/research by design. The method for investigating the needs of the residents turned out differently than first intended. Chosen was to contact several community centers in Moerwijk to have conversations with residents. The approach to doing these conversations was to keep them as informal as possible, in part because it was indicated that residents in Moerwijk were often questioned for research. The disadvantage of these spontaneous conversations is that there was a lack of structure in the results. In addition, due to circumstances, discussions were held primarily with community center initiators. Even though they represent a significant portion of the neighborhood, this is still a limitation in this part of the study. As for the other stakeholders, input was mainly taken from government

documents and information about housing associations. Short conversations were held, but not long enough to get their input. Referring to the main research question, talking about co-creation, in the end, is not justified in this case. However, in this project, the focus is and was on how this kind of input from stakeholders can be translated into design solutions for a particular place, at different scales. In that area, the method of the usage of input is something that could be used in more elaborate methods of co-creation.

The method of literature review and the translation of these spatial conditions, regarding the key concepts, also has various appointable limitations. The main one is the difficulty to implement spatial conditions from the literature in a particular place, like Moerwijk. The research done by several authors is based on research on certain urban environments that may differ from the area of interest in this research. In addition, these results cannot be tested yet against the existing situation, which makes it a theoretical way of working now. However, as mentioned before, the link with the actual space is made by doing spatial analysis and research by design and connecting this with constructing the pattern language.

8 Conclusion & reflection

Reflection on constructing a regeneration framework

Reflecting on the main research question: 'Which regeneration framework improves community life and the quality of the public realm in Moerwijk while reducing the spatial pressure of the housing shortage in The Hague, in a co-creative manner, it is necessary to look at the project and the different steps that are taken to understand what this contributes to answering the main and sub-questions. The process of taking these steps to achieve spatial solutions for certain problems in Moerwijk is the basis for the regeneration framework. As mentioned before, coming from the problem statement several spatial and social problems are translated into key concepts that form the basis of the methodology of constructing the framework. Using these concepts, a theoretical background has been built on spatial conditions, spatial analysis and research by design are done to understand the case and input has been gathered from stakeholders to understand what is important in the area. Crucial for constructing the framework and reflecting on this project is that the designs for different crucial spaces in Moerwijk are the result of undertaking all these steps, wherein the pattern language is the chain between the theoretical, spatial, and qualitative research. The project shows how input from different input from various key

areas of research can be translated into spatial design, to ensure that different interests, theories, and needs can be represented and integrated.



References

- Betje Wolffstraat 1954. (n.d.). Den Haag Wiki. <https://www.denhaag.wiki/index.php/nl/straten/389-betje-wolffstraat>
- Betje Wolffstraat. (n.d.). <http://www.eentien.nl/projecten/betje-wolffstraat-gevelrenovatie/>
- Building block. Source: Parkstad Rotterdam-zuid. (n.d.). Architectenweb. <https://architectenweb.nl/nieuws/artikel.aspx?ID=48785>
- Buurtkamer de Luyk logo. (n.d.). Mijn Moerwijk. <https://mijnmoerwijk.nl/persoon/76107/buurtkamer-de-luyk>
- Centralities. (n.d.). Portland Online. <https://www.portlandonline.com/portlandplan/index.cfm?c=54644&a=343306>
- Crossings. (n.d.). Street Plans. <https://streetplans.com/jc-walks-pedestrian-enhancement-plan-jersey-city-nj/>
- Dawes, M. J., & Ostwald, M. J. (2017). Christopher Alexander's A Pattern Language: analysing, mapping and classifying the critical response. *City, Territory and Architecture*, 4(1). <https://doi.org/10.1186/s40410-017-0073-1>
- Den Haag FM. (2021, March 3). Tekst van Harrie Jekkers gloort op gevel: "Moerwijk kon wel een oppepper gebruiken" [Foto]. Den Haag FM. <https://denhaagfm.nl/2021/03/03/tekst-van-harrie-jekkers-gloort-op-gevel-moerwijk-kon-wel-een-oppepper-gebruiken/>
- Distelweg. (n.d.). Unstudio. <https://www.unstudio.com/en/page/14346/distelweg-street-of-the-future>
- Diverse shopping street. (n.d.). Panorama Streetline. <https://panoramastreetline.com/category/streetlines/europe/united-kingdom/london#t=0&lat=34.307144&lng=-29.531250&z=2>
- Eye level. (n.d.). Emma. <https://www.emma.nl/artikelen/de-stad-ontwerpen-op-ooghoogte-placemaking-lessen>
- Feuster, E. (n.d.). Seating space. AIA New York. <https://www.aiany.org/news/in-the-news-158/>
- Gemeente Den Haag. (2021). Leefbaarheidscirkel Moerwijk. Den Haag in cijfers. Retrieved 10 January 2022, from <https://denhaag.incijfers.nl/content/leefbaarheidscirkel>
- Harmsen, J. (2021, May 26). Vrijwel elke stad heeft zijn eigen Moerwijk, waar de coronaklappen harder aankomen dan elders. Trouw. <https://www.trouw.nl/binnenland/vrijwel-elke-stad-heeft-zijn-eigen-moerwijk-waar-de-coronaklappen-harder-aankomen-dan-elders~bdd63c9b/>
- Heeswijkplein 1950s. (n.d.). <https://indebuurt.nl/denhaag/toen-in/fotos-moerwijk~91673/>
- Heeswijkplein. (n.d.). https://woneninden Haag.nl/dt_slideshow/moerwijk/wijken-dh-20/
- Heidt, V., & Neef, M. (2008). Benefits of urban green space for improving urban climate. In *Ecology, planning, and management of urban forests* (pp. 84-96). Springer, New York, NY.
- Hierarchy in space. (n.d.). <http://kth.diva-portal.org/smash/get/diva2:910671/FULLTEXT02.pdf>
- Home - Den Haag in Cijfers. (2021). Den Haag in Cijfers. Retrieved October 2021, from <https://denhaag.incijfers.nl/>
- Human scale. (n.d.). Umkc. <https://info.umkc.edu/63rd-st-studio/?p=887>
- Inner court. (n.d.). Zuidas. <https://zuidas.nl/blog/2021/11/22/bouw-van-101-appartementen-the-newton-gestart/>

- Jacobs, J. (1992). *The Death and Life of Great American Cities* (Vintage Books ed.). Penguin Random House.
- Jan Luykenlaan. (n.d.). <https://nl.pinterest.com/pin/566609196870452571/>
- Janssen, K. (1989). Aanpak Moerwijk: Vernieuwing van een na-oorlogse wijk | TU Delft Repositories. TU Delft Repository. Retrieved 24 January 2022, from <https://repository.tudelft.nl/islandora/object/uuid:65b9aec4-5dda-4bac-8cb8-e3750a01272b?collection=research>
- Ketelaar, T. (2021, October 4). Om arme Haagse buurten 'vitaler' te maken, wordt er gesloopt. NRC. <https://www.nrc.nl/nieuws/2021/10/04/hun-bepalen-het-aanzicht-van-onze-wijk-a4060640>
- Lynch, K. (1981). *A Theory of Good City Form* (First Edition). The MIT Press.
- Maatregelen problemen woningmarkt. (2021, December 1). Gemeente Den Haag. Retrieved 10 January 2022, from <https://www.denhaag.nl/nl/in-de-stad/wonen-en-bouwen/maatregelen-problemen-woningmarkt.htm>
- Main street. (n.d.). Hofkwartier Den Haag. <https://www.hofkwartierdenhaag.nl/>
- Mehta, V. (2007). Lively Streets. *Journal of Planning Education and Research*, 27(2), 165–187. <https://doi.org/10.1177/0739456x07307947>
- Mehta, V. (2013). Evaluating Public Space. *Journal of Urban Design*, 19(1), 53–88. <https://doi.org/10.1080/13574809.2013.854698>
- Mehta, V., & Bosson, J. K. (2009). Third Places and the Social Life of Streets. *Environment and Behavior*, 42(6), 779–805. <https://doi.org/10.1177/0013916509344677>
- Meulenberg, B., & Vos, C. (2012). *De collectieve tuin: een onderzoek naar het toepassen van groene collectieve ruimtes in woongebieden'* (Doctoral dissertation, Van Hall Larenstein).
- Minoura, E. (2016). *Uncommon ground: urban form and social territory* (Doctoral dissertation, KTH Royal Institute of Technology)
- Mixing. (n.d.). Your City Beat. <https://yourcitybeat.com/2021/07/15/the-famous-streets-of-nyc/>
- Moerwijk satellite photo. (2021). [Google earth]. Google.
- Montgomery planning. (2016). The Third Place [Photo]. Montgomery Planning. <https://montgomeryplanning.org/blog-design/2016/05/the-third-place/>
- Montgomery, J. (1998). Making a city: Urbanity, vitality and urban design. *Journal of Urban Design*, 3(1), 93–116. <https://doi.org/10.1080/13574809808724418>
- Multifunctional public space. Source: Multifunctional public space. (n.d.). <https://www.metalocus.es/en/news/multifunctional-public-space-activity-zone-chorzow-slas-architects>
- Multifunctional spaces. (n.d.). In De Buurt. <https://indebuurt.nl/utrecht/nieuws/nieuw-in/nog-meer-creativiteit-vechtclub-opent-een-tweede-vestiging-in-kanaleniland~181782/>
- Musterd, P. (2016). Station Moerwijk [Photo]. https://www.flickr.com/photos/piet_musterd/26860109382
- Oldenburg, R. (1999). *The Great Good Place*. Adfo Books.

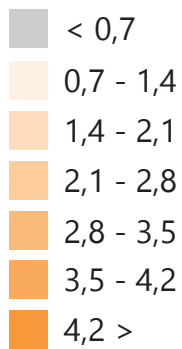
- Orthogonal grid. (n.d.). Arch Daily. <https://www.archdaily.com/949094/orthogonal-grids-and-their-variations-in-17-cities-viewed-from-above/5f7738f463c017ae2200095a-orthogonal-grids-and-their-variations-in-17-cities-viewed-from-above-image>
- Parkstad Rotterdam-zuid. (n.d.). Architectenweb. <https://architectenweb.nl/nieuws/artikel.aspx?ID=48785>
- Pedestrian street. (n.d.). The City Fix. <https://thecityfix.com/blog/6-ways-make-city-streets-safer-pedestrians-nikita-luke/>
- Personalization. (n.d.). <https://twitter.com/modacitylife/status/1391029518559764481>
- Planbureau voor de leefomgeving. (2019). RUI-MTELIJKE DICHTHEDEN EN FUNCTIEMENING IN NEDERLAND (RUDIFUN) - de bepaling van FSI, GSI, OSR, I en MXI geautomatiseerd (No. 3654). <https://www.pbl.nl/sites/default/files/downloads/pbl-2019-ruimtelijke-dich>
- Pont, M. B., & Haupt, P. (2021). Spacematrix. Revised Edition! Space, Density and Urban Form (1st ed.). Macmillan Publishers.
- Public square. (n.d.). CNU. <https://www.cnu.org/publicsquare/2017/04/27/great-idea-mixed-use-urban-centers>
- Publieke Dienstverlening Op de Kaart (PDOK). (2021). PDOK. PDOK. Retrieved September 2021, from <https://www.pdok.nl/introductie/-/article/basisregistratie-adressen-en-gebouwen-ba-1>
- Sattelite photos Netherlands. (2021). [Google earth]. Google.
- Shelter. (n.d.). Arch Daily. <https://www.archdaily.com/982738/barcelona-prepares-climate-shelters-to-keep-residents-cool-during-the-summer-months>
- Smart city. (n.d.). L'Usine Digitale. <https://www.usine-digitale.fr/article/smart-city-le-quartier-de-quayside-a-toronto-devient-un-laboratoire-d-idees-pour-le-territoire-intelligent.N838325>
- Street art. (n.d.). Artcenter. <https://artcenter.org/blog/welcome-new-board-2020/>
- Street fronts. (n.d.). Ohio CDC Association. <https://www.ohiocdc.org/main-street-job-recovery-program>
- Structuurvisie Den Haag Zuidwest. (2021, December 13). Gemeente Den Haag. Retrieved 10 January 2022, from <https://www.denhaag.nl/nl/in-de-stad/wonen-en-bouwen/ontwikkelingen-in-de-stad/ontwikkelingen-den-haag-zuidwest/structuurvisie-den-haag-zuidwest.htm>
- the Hague. (n.d.-a). Moerwijk [Photo]. Take the Hague. <https://takethehague.nl/nl/location/moerwijk>
- Thomas, M. (1991) "The Demise of Public Space." In Town Planning Responses to City Change, edited by V. Nadin, and J. Doak, 209–224. Avebury: Aldershot
- van Bree, L. (2021, May 7). Onzekerheid in Den Haag Zuidwest door grootschalige sloopplannen: 'Ik wil niet weg'. Omroep West. <https://www.omroepwest.nl/nieuws/4389618/onzekerheid-in-den-haag-zuidwest-door-grootschalige-sloopplannen-ik-wil-niet-weg>
- Walkable streets. (n.d.). Chicago YIMBY. <https://chicagoyimby.com/2022/01/city-council-approves-new-pedestrian-streets-in-west-loop.html>
- Wijkz logo. (n.d.). Wijkz. <https://wijkz.nl/>



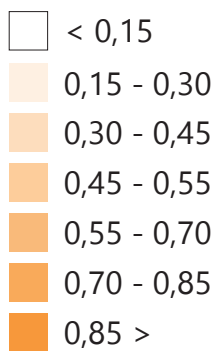
APPENDIX

Density

FSI

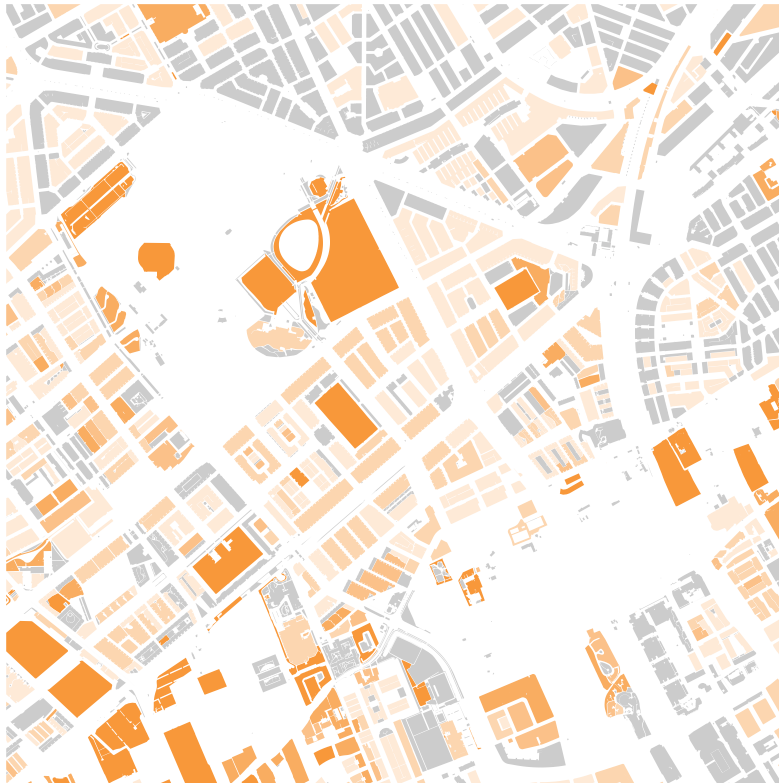


GSI



FSI & GSI in Moerwijk. Source: PBL (2021)

Appendix



OSR

| | |
|-------------|------------------|
| < 0,25 | Grey |
| 0,25 - 0,50 | Light Orange |
| 0,50 - 0,75 | Orange |
| 0,75 - 1 | Dark Orange |
| 1-3 | Very Dark Orange |
| 3 > | Dark Red |



LAYER

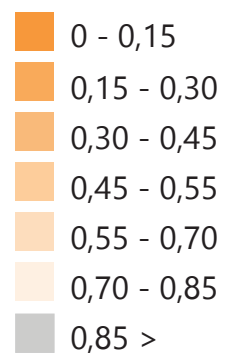
| | |
|-----|------------------|
| 0-1 | Grey |
| 1-2 | Light Orange |
| 2-3 | Orange |
| 3-4 | Dark Orange |
| 4-5 | Very Dark Orange |
| 5-6 | Dark Red |
| 6 > | Dark Red |

OSR & Layer in Moerwijk. Source: PBL (2021)

MXI



MXI



MXI in Moerwijk. Source: PBL (2021)

Notes from conversations (in Dutch)

Buurtkamer Luykenlaan

23 juni 2022

Jozef (64) : Vestia lost niet veel op aan gevel, trappenhuis, nooddeuren etc. Als er mensen van de gemeente kwamen wel. Veel onduidelijkheid over plannen in de buurt (renovatie en bouw). Ene blok wel, andere niet etc. en daarnaast ook eindeloos gepraat over ingrepen maar visie ontbreekt. Winkel straat is niet voldoende. Te weinig nuttige winkels (vier kappers aanwezig) Missen winkels zoals in bettje wolfstraat. Hangjongeren en weinig participatie vanuit de buurt. Verouderde winkelstraat en renovatie werd beloofd.

Renate: A4tje maken met hoe ik me voorstel voor de buurtkamer.

Marc (wijkz): Liet me zien dat er bij de school en sportverenigingen in Moerwijk Noord een groot open gebied wordt gereserveerd voor een Parnassia achtige instelling. Onrust in de buurt hierover want naast school en geen aanwinst voor de wijk.

14 juli 2022

Jozef (64): We zijn nog verder ingegaan op de problematiek van hierboven. Bankjes van de buurtkamer zijn vastgemaakt met een ketting (sinds vandaag) om overlast snachts te voor-

komen. Elke ochtend moet Jozef de teringzooi van de nacht ervoor opruimen. Als voornaamste reden noemt hij de aanwezige uitklapbankjes en de pizza tent in de Jan Luykenlaan die tot ver in de nacht open is. Verder nog gehad over de buurtkamer zelf en over de winkel straat. Er is een groot gemis aan alledaagse winkels (etos,action) maar er wordt niks aan gedaan. Er zijn veel blinde gevels waarachter dubieuze dingen schijnen te gebeuren en ondertussen moet men relatief ver reizen voor een normale supermarkt of alledaagse winkel. Er wordt bezig gegaan met het maken van bloembakken door de jeugd en een moestuintje om de boel wat op te fleuren en wat functioneler groen te maken.

Renate: Belangrijkste uit dit gesprekje was dat er vaak pleisters op wonden worden geplakt in de wijk. Er is geen toekomstvisie. Pleit zelf voor het verduurzamen van de bestaande huizen, want men moet van het gas af. Veel platte daken zouden kunnen worden gebruikt voor zonnepanelen en mos om te verkoelen. (groen op dak). Pleit ook voor het meenemen van kinderen hierin en gebruik te maken van de binnentuinen (educatie). Zegt dat mensen vooral bezig zijn met hun eigen problemen (wat me logisch lijkt). Denk aan behoefte aan verschillende dingen in de verschillende binnentuinen.

Man (35-45): Vroeg hem of er plekken zijn voor jongeren en kinderen
Antwoord ging er vooral over dat er leerachterstanden zijn en dat daar aan gewerkt moet worden. Huiswerk begeleiding voor kinderen en jongeren in studieplekken is een mogelijke oplossing. Maar dan moeten die plekken er wel zijn.

11 augustus 2022

Jozef (64): Inmiddels komt het project van de bloembakken van de grond en zijn tevens de kolommen in de gevel geverft in de kleuren van verschillende vlaggen. Een leuk initiatief waar ruim aan meegedacht en meegewerkt wordt. Er volgt ook een openingsfeest voor het nieuwe straatbeeld.

Buurtkamer HPW10

Vrouw (30-40+): Te weinig te doen voor kinderen. Speeltuin(en) vroegt dicht terwijl er nog daglicht is. Neemt zelf initiatief en kookt voor en met de kinderen oa. Mist winkels op heeswijkplein die op andere plekken wel te vinden zijn. Hiervoor moet je naar Betje of gouverneurlaan of leyweg, wat als vervelend wordt ervaren. Veel vrouwen en mannen zoeken ruimtes om dingen te doen. De wil is er, alleen men trekt de mond niet open. Veel winkels in hwp dicht (eigen ervaring en ervaring van Nina). Veel van hetzelfde (eten) of

niet relevant voor de buurt. Erasmusweg is een probleem, wordt gezien als gevaarlijk. Weinig connectie. Er wordt niet met ze gepraat.

Informatie uit het jeugd manifest van WijkZ

Helaas niet gelukt om de man te spreken die betrokken is met de jeugd in de buurt. Gelukkig heb ik van WijkZ toegang gekregen tot het jeugd manifest waardoor ik op basis van de eisen en behoeftes die daarin staan de belangrijkste dingen die gaan over woningbouw en openbare ruimtes kan gebruiken.

Welzijn

De jongeren geven hier aan dat ze behoefte hebben aan meer hobby en talentenruimtes. Ook geven ze aan dat ze meer sportmogelijkheden in de wijk zouden willen zien, zowel voor ouderen als kinderen en jongeren. Dit is een belangrijke invulling die in het ontwerp naar voren kan worden gebracht.

Werk en scholing

Het aantal werklozen in Moerwijk is hoog. De jongeren geven aan dat het voor veel mensen in de wijk moeilijk is om een werkplek te vinden waarin zij kunnen experimenteren met wat

zij zouden willen doen. Er is behoefte, vooral onder jongeren, om een eigen onderneming te kunnen starten. Wat betreft onderwijs is er een gemis aan rustige plekken waar men kan studeren of begeleiding kan krijgen. Wanneer we denken aan een ontwerp van verdichting zijn dit plekken die moeten worden geïntegreerd in nieuwe of bestaande bebouwing. (rondom de kernen?)

Verkeer

Het belangrijkste wat hierover wordt gemeld is dat er vaak overlast is 's avonds en 's nachts van mensen die dronken zijn of onder invloed zijn. Daarnaast is er een verkeersprobleem. Er is een gebrek aan veilige oversteekplaatsen en zebrapaden. Daarnaast wordt er ook gesproken over het gebrek aan veilige speeltuinen.

Wonen

De jongeren geven hierover aan dat er een gebrek is aan onderhoud in de woningen en dat er te grote verschillen zijn in de staat van woningen in de verschillende buurten van de wijk. Er moet meer gedaan worden om bestaande woningen op te knappen. Ook vinden ze de wijk er te ongezellig uitzien en saai.

Afstudeeronderzoek over Moerwijk

Mijn Naam is **Jamie Taal** en ik studeer aan de TU Delft (Stedenbouwkunde). Ik doe mijn afstudeeronderzoek over Moerwijk en daarom zou ik graag willen praten met bewoners. Waar kan dit nou beter dan in een buurtkamer? Ik zou graag willen praten over een aantal bekende en actuele thema's:

1. Nieuwe woningen - Transformeren en/of bijbouwen? En waar dan?

2. Openbare ruimte - Wat zijn de kwaliteiten en hoe kunnen we dit versterken? Wat zou kwaliteit kunnen toevoegen?

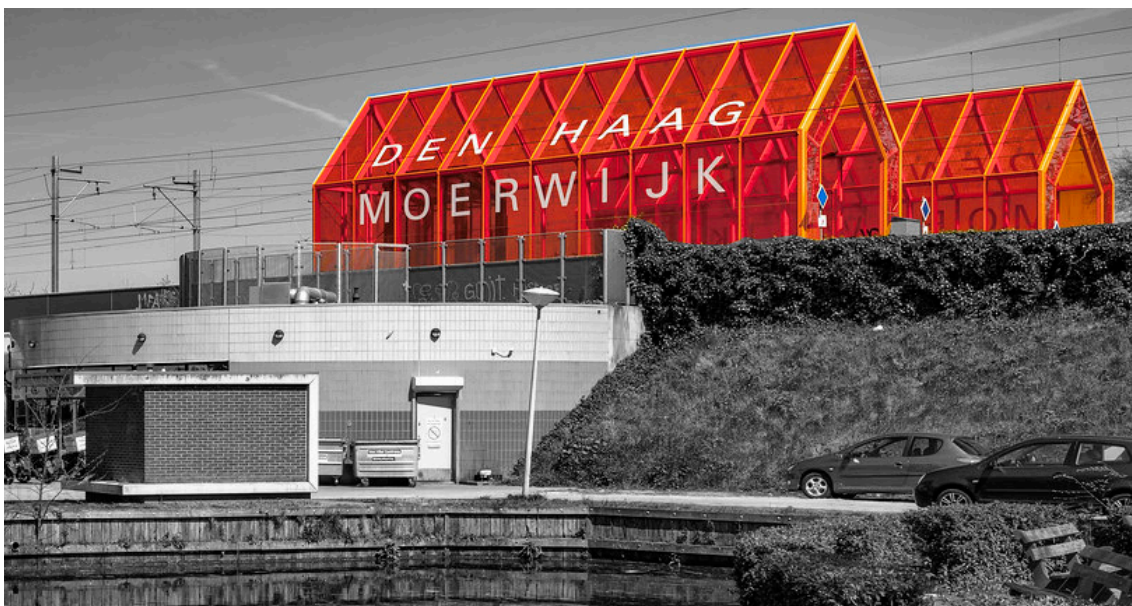
3. Voorzieningen - Wat voor plekken zijn er al in de wijk en welke zouden een aanvullingen kunnen zijn (denk aan werkruimtes, winkels, en plekken voor de jeugd)

Mijn onderzoek gaat over hoe we dit soort gesprekken kunnen meenemen en vervolgens samenvoegen tot een verzameling van oplossingen om te laten zien dat dit mogelijk is. Omdat het een studie opdracht is heb ik helaas geen invloed in het uitkomen hiervan, maar ik denk dat praten over de wijk altijd waardevol is! Als ik er ben spreek me vooral aan en dan drinken we even een bakkie!



**TU Delft**

Urbanism



Poster used for conversations

